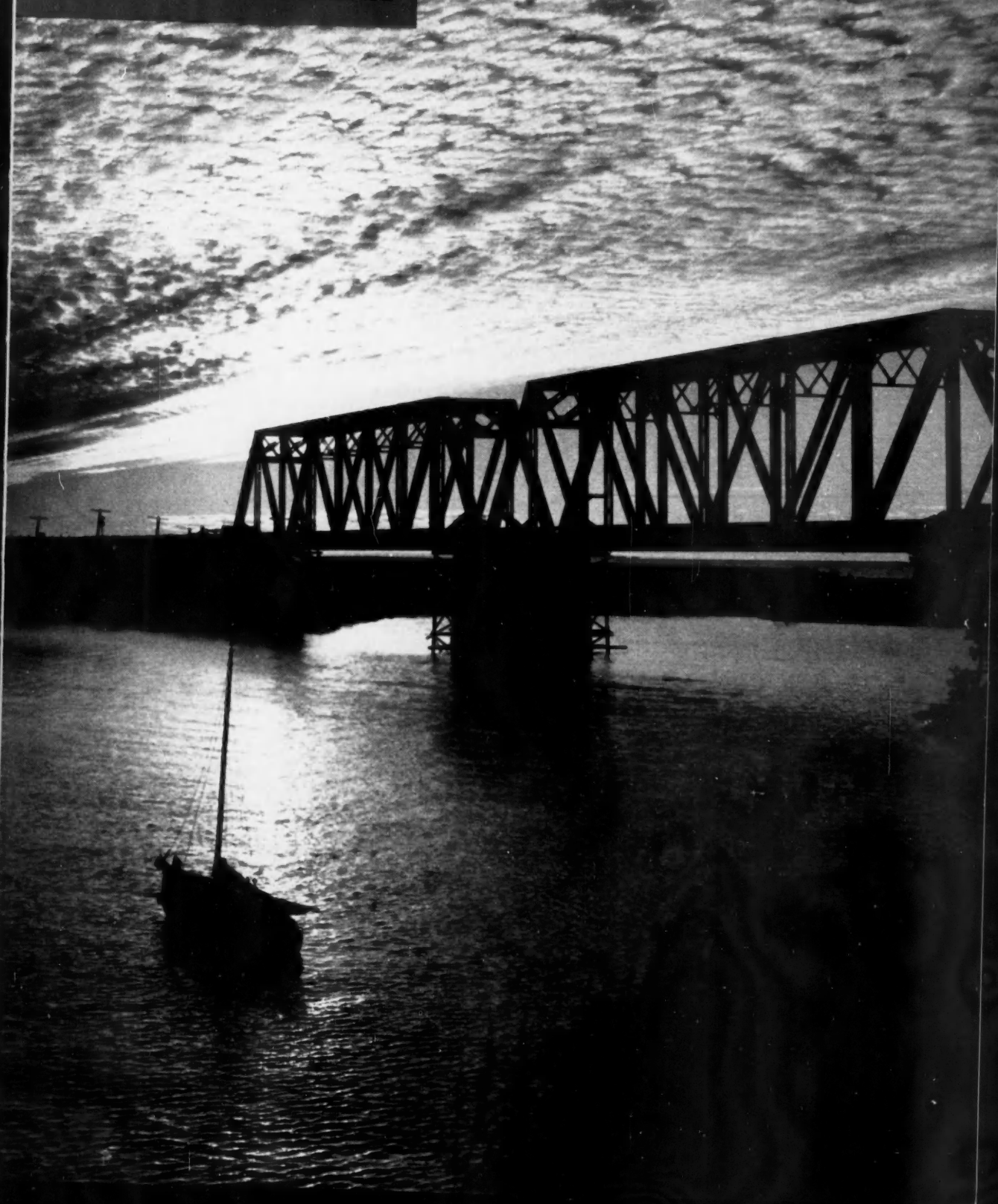


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CANADIAN

National

MAY 1957

MAGAZINE



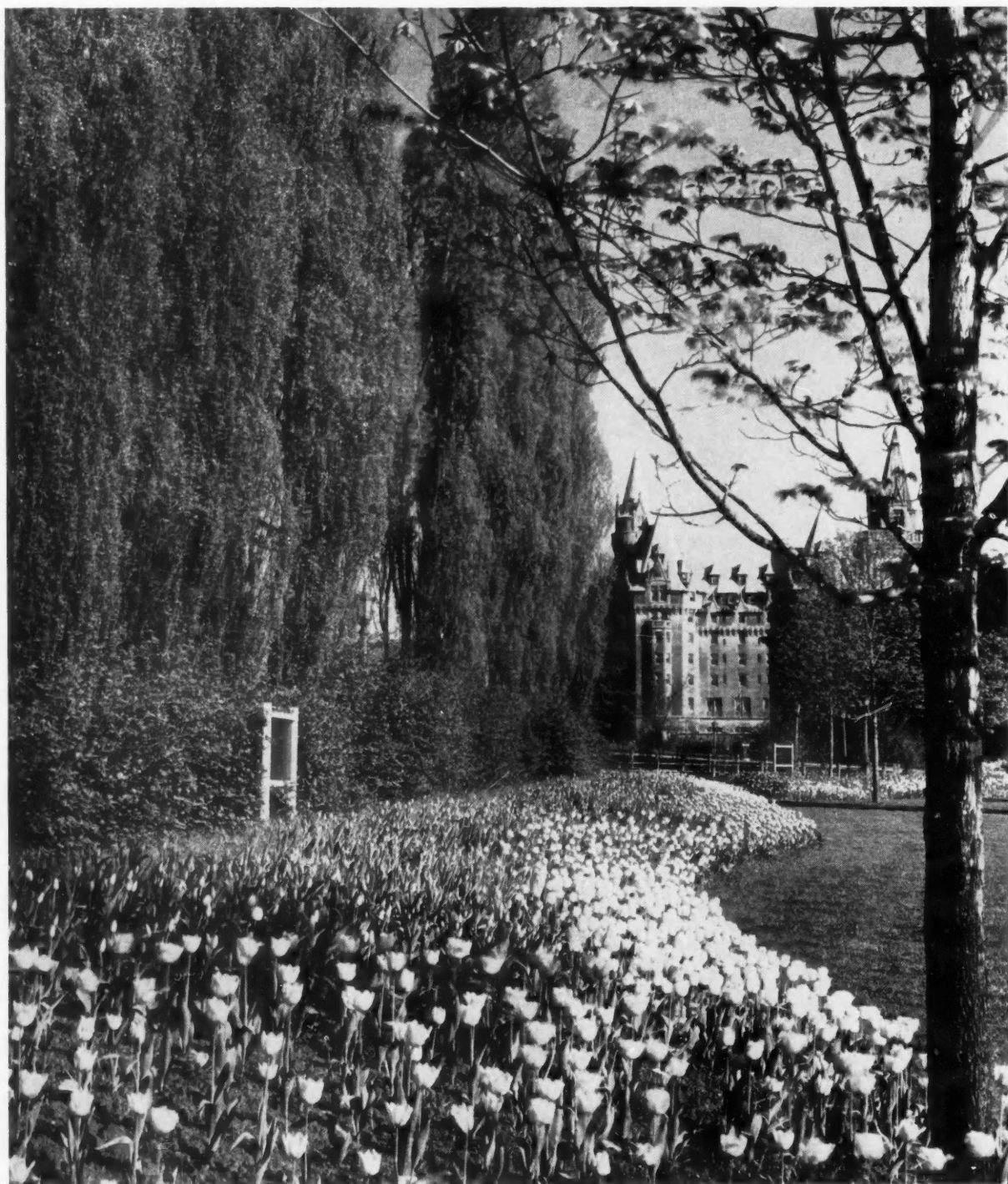


Photo by Malak

The Chateau's In Bloom Again...

Each year about this time, guests at the CNR's Chateau Laurier Hotel in Ottawa can look from their rooms onto one of the most fabulous displays of tulips to be seen anywhere in the world. The spring flowers grow around the National War Memorial, Parliament Hill and along the driveway that begins across Confederation Square from the hotel. Tulip time in Ottawa is now world famous.



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VOL. 43, NO. 5

MAY, 1957

R. M. Shaw Editor
A. W. Duffie Assistant to Editor
M. Angela Lane Women's Editor
D. W. Nelson Advertising Manager
D. A. Skelly Circulation Manager
Bill Smith Writer-Photographer

OUR COVER

We're particularly proud of this month's cover. Taken at Desbiens near Chambord in Quebec's Lake St. John district, it won for Staff Photographer Gerald Richard the T. Eaton award for the Province of Quebec at the Commercial and Press Photographers' Association of Canada annual Print Show.

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Let's Help Save A Life

The work of the St. John Ambulance Association is close to all CNR employees. During May this organization is preparing for the annual "accident season" that comes every summer.

BETWEEN May 13 and 18, the St. John Ambulance Association will hold "Save A Life" week.

The Canadian National, in common with other forward-looking Canadian companies, operates a Special Centre in the St. John organization, and our close identification with their great work in teaching first aid is nowhere more clearly reflected than in the pages of this magazine, where pictures and stories about first aid activities are regular features.

"Save A Life" week will concentrate on one of the most important phases of first aid—artificial respiration.

Water is a good friend—but it can be a deadly enemy.

Many working railroaders are exposed to the hazards of electric shock, poison gas, engine exhaust gases and smoke.

Taking every precaution in the world against these dangers cannot absolutely eliminate them, and, when an accident does happen, the presence of someone who knows how to apply artificial respiration can mean the difference between life and death.

And the more people there are who know artificial respiration the more lives will be saved.

As taught by the St. John people, artificial respiration has been brought to its highest development.

The idea is not new.

It is as old, almost, as history.

Before Biblical times, one method of reviving an unconscious person was to place him on his back and throw hot pitch on his chest and abdomen, the theory being that his involuntary gasp, as the hot pitch hit him, would start his breathing.

The Bible mentions a method used by Elijah, who, when he found a boy who had stopped breathing, laid his weight on him and removed it, repeating until the victim started breathing.

A hundred years ago, the victim was lashed face downwards over a horse, which was set off at a trot in the hope that the jogging motion would force air in and out of his lungs.

Rolling the helpless victim over a barrel was a method used in the 18th century. This was probably the origin of the slang phrase, "They've got him over a barrel", and has persisted into our times.

While all these crude methods embodied the correct basic approach—although it is now known that very little water actually gets into the lungs in drowning—they have been replaced by

the three methods taught by the St. John Ambulance Association.

These are the Silvester method, Schafer's and the Holger-Neilsen method.

Two hours training, by St. John Ambulance experts, is enough to enable anyone to learn the fundamentals, and perhaps to enable the trainee to save a life at home, on vacation, or in the shop or office.

In the past year there have been several cases of drowning in which the victims recovered because of prompt application of artificial respiration by CNR employees.

Every year nearly 1,000 Canadians die from drowning, and many more from electric shock and asphyxiation.

Many of these lives could have been saved if someone with a knowledge of artificial respiration had been available.

To any one of us might come the chance to save a life; to see someone pulled from the water more dead than alive and to bring back the spark of life, rather than just to stand around helplessly and watch that life fade away.

Two hours of training, which the St. John Ambulance people are ready and anxious to give, might make you into a life-saver instead of just another sorrowing bystander.

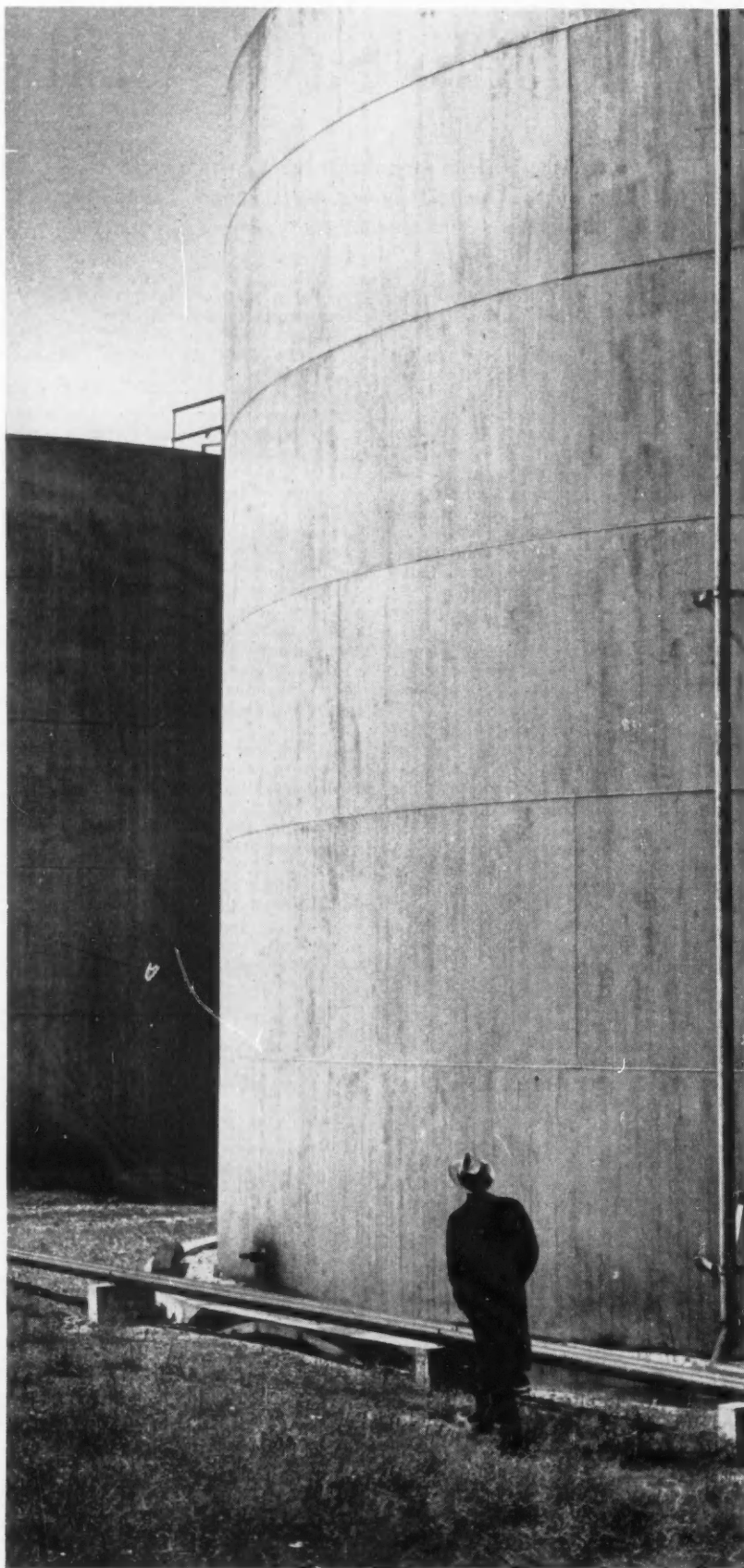
PENSION DEPARTMENT NEW ADDRESS

Communications for the
Pension Department
should now be addressed to

Mr. G. P. Hamilton,
Superintendent of Pensions,
Canadian National Railways,
640 St. Paul Street, West,
Montreal 1, Que.

Communications for the
G.T.R. Insurance &
Provident Society
should now be addressed to

Mr. G. K. Balser,
Secretary-Treasurer,
G.T.R. Insurance & Provident
Society,
640 St. Paul Street, West,
Montreal 1, Que.



Oil...

By Archie Duffie

EVER since the memorable day in 1805 when Richard Trevithick commended his soul to Heaven and timidly nudged open the throttle of the first steam locomotive to run on wheels, the railroads of the world have rolled on oil.

Trevithick probably used whale oil, or fish or vegetable oil, to provide the almost invisibly thin film of lubricant that means the difference between a smoothly moving bearing or piston-rod and one that "seizes", jamming the works when friction-generated heat expands the metal.

For a long time in railroading, oil was used mostly as the enemy of friction. It was a familiar sight around terminals and roundhouses to see the engineer carefully probing the innards of his steel steed with a long-nosed oil can.

Later, automatic oiling and greasing systems put the oil-cans into the Museum Train, but it was when the throbbing drone of Rudolph Diesel's brain-child began to drown out the century-old whoosh of the steamer's exhaust that oil took on a tremendously increased importance in the railroad's scheme of things.

There had been oil-burning steam locomotives, and still are, but up to Diesel Day, coal was the fuel most used on Canadian and American lines.

With the big change-over, the railroads' purchasing departments began shifting emphasis from coal to oil buying.

As another indication of the trend, in 1950 our oil purchases amounted to 12½ per cent of our total fuel bill—in 1956 this figure had increased to 41½ per cent.

This ocean of oil is bought by the general fuel agent at Montreal, S. C. Welby, and the man closest to the buying operation is Jack Dawson, fuel agent. He also buys furnace oil and stove oil for other minor uses.

Jack, you might say, is a man who has oil to burn. In another section of the purchasing department, Eustace Tait and Vic Kendall buy the com-

Holding over a million gallons of oil, these two tanks in Montreal have a built-in fire protection system that works automatically.

It Runs The Railroad...

It would take a train of 40,660 tank cars, stretching from Montreal to Oshawa to hold the 300,900,000 gallons of fuel oil purchased by CNR in 1956. Oil is used in almost every phase of company operations, from office to loco.

pany's lubricating oils, greases and graphite.

While lubricating oils and greases are needed in smaller quantity than fuel oils, the buyer's problems are complicated by the bewildering variety of lubricants needed.

The day has long gone when one grade of oil, or a handful of pig fat, or one kind of graphite would serve all our purposes, for better or worse.

The mechanical department, for instance, has a schedule of lubricants 68 closely typewritten pages long, listing and describing various lubricants and their special applications.

There are valve oils, car oils, compressor oils, motor oils, high speed machine oils, turbine oils and extreme pressure oils, just to list a few, and there are locomotive greases, ball and roller bearing greases, cup greases and trolley greases, to name a few more.

And if a hundred kinds of oil or grease won't serve, there is graphite, listed as "dry lubricant."

There is a recommended grease for slide valves and rotary valves of the power reverse gear on steam locomotives, and if there should be a call for a little staybolt tapping, you can get packers inedible tallow to help with the job.

The book doesn't say whether there is any packers edible tallow for you to chew while you work, but don't bet against its being listed somewhere.

To keep the diesels from squeaking, there are the right oils and greases for everything from the bell ringer to the speed recorder.

That grease for the bell ringer is in a class by itself. A highly specialized lubricant, it actually costs 70 times as much as ordinary run-of-the-mill grease.

Then there are lubricants for machinery—not just plain "machine oil," but special oil for every kind of shop machine. Oil for lifting jacks, pneumatic hammers, steam hammers, power shears, hydraulic presses. For lathes, shapers and planers, there are not only lubricating oils, but cutting oils for sharp-edged tools and cutting heads.

The road department uses a certain amount of oil and grease, as do the people in the work equipment and bridge and building departments. Machines must run smoothly, swing and lift bridges and turntables won't work without lubrication.

Curved sections of track are given a coating of grease to minimize what is called "curve-wear." The centrifugal

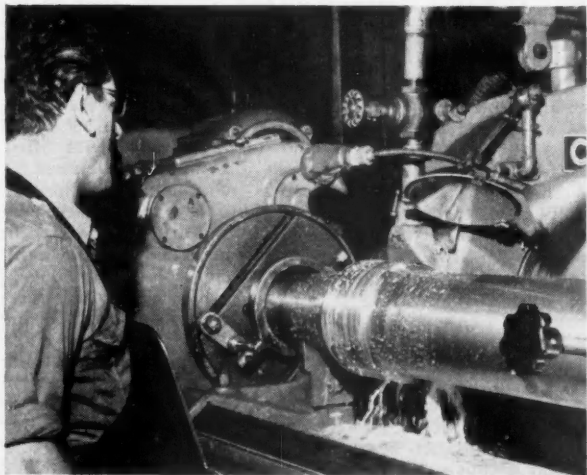
force of engine and car wheels sets up a powerful grinding action on the side of the rails, and to counteract this we install rail flange lubricators.

These machines look like square octopuses with all their tentacles leading to the rail. The body of the octopus is a reservoir of grease, and the tentacles are pipes that lead the grease to where it will do the most good. When a train passes over the lubricator, the wheels press down plungers that act through a system of levers to pump the grease through the pipes to that part of the rail against which the wheel-flange bears. It's a ticklish operation, because grease must not be allowed to get on the head of the rail, where it would cause loss of traction to the locomotives.

Waste oil is also used by the trackmen to swab down the rail joints. Done periodically, this eases the slight movement of the rail at each joint caused by expansion and contraction as the temperature changes. It also keeps the threads of the track bolts from corroding.

Diesel fuel oil for Canadian lines is all bought from Canadian refineries, and there are many factors that must be considered in making our deals with the producers.

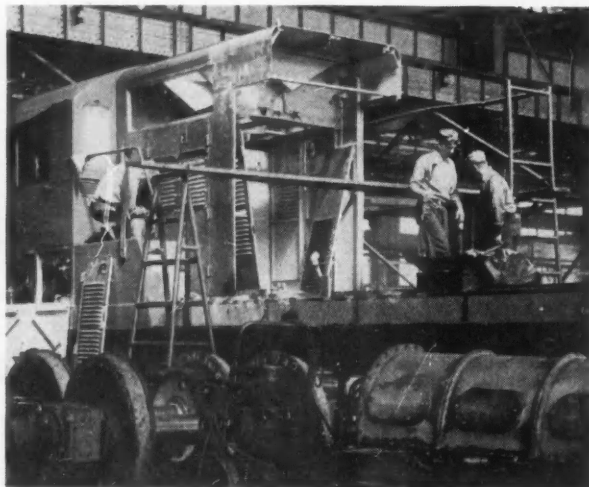
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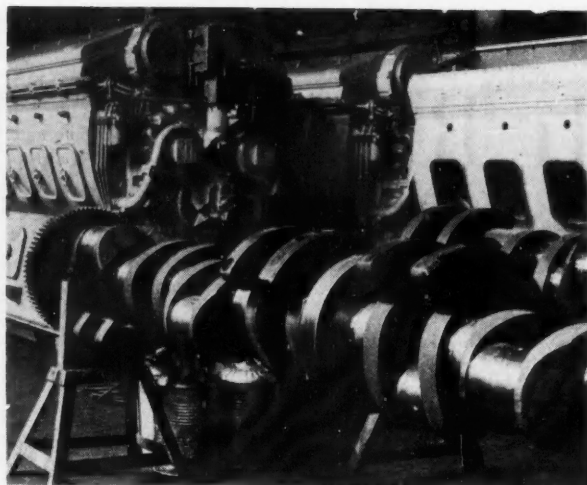
This milk-like fluid, a special grade of lubricant called cutting oil, splashes across a diesel axle here being turned by Machinist Gregoire Jalicoeur.



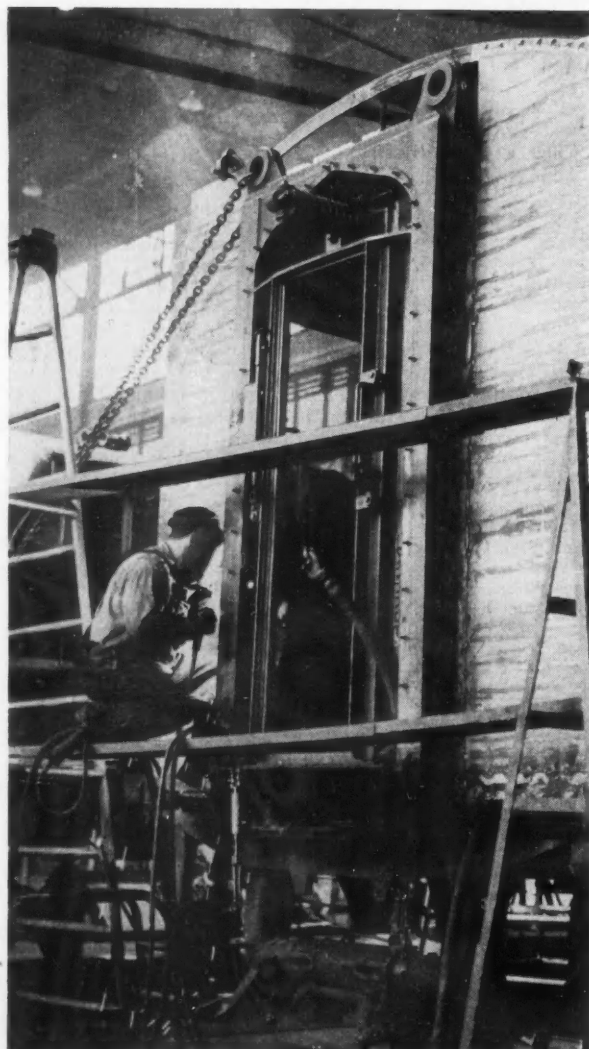
Oil's varied role ranges from the fine grade used by Stenographer Joan Baker on her typewriter to heaviest grades needed for the coldest days.



The diesels are stripped down to the bare shell, all major components, including wheels and engine, are removed and replaced in a Class 3 overhaul.



A diesel crankshaft, weighing a ton and a half, waits to be reinstalled in the disassembled engine in right background after being cleaned and checked.



Almost lost in a maze of braces and hoses, a welder works on the back of a diesel locomotive. If called to, the shop could build an entire locomotive body.

Race Against Time

When not in use a locomotive is an expensive item, so speed is needed in CNR shops to get diesels back into service.

Story and Pictures by Bill Smith

ASK the man on the street to connect the words "speed" and "railroad" and the chances are he will immediately think of fast super-trains, flashing along the rails like bullets to some far-off city.

The factor of speed is as much a part of modern railroading as are the tracks the trains run on or the locomotives that pull them. But speed is not confined to time-tables alone.

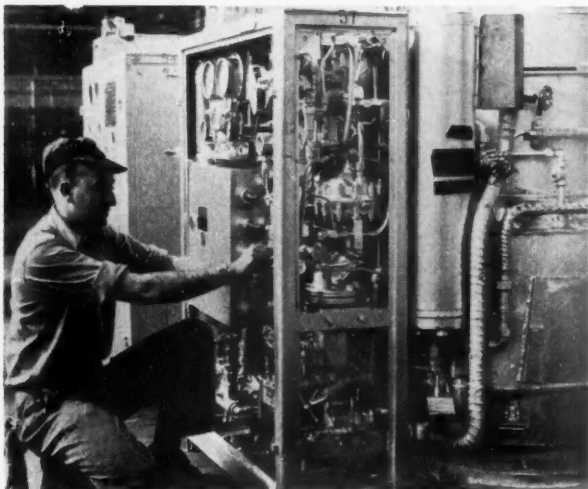
The race against the clock affects much of the fabric of a railway and one of the strongest pressure points is locomotive maintenance.

The exact figure on the cost of keeping a locomotive out of service for overhaul has never been compiled, but it has been accurately estimated at \$250 per day. This is the problem in a nutshell; a problem which must be dealt with daily by the 1,300 men of the Montreal Point St. Charles shops.

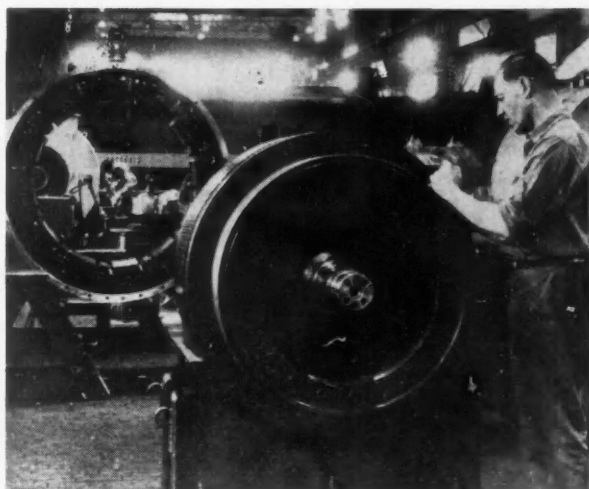
The repair shop itself is a cavernous building housing a complex industry devoted to the care of locomotives. Located under the six acres of roof are machine shops, electrical departments, a foundry, and testing areas, with their cranes, forges, presses, furnaces and winding machines.

The appearance of the shop is overwhelming. The moment a visitor sets foot inside the doors he is greeted by sights which have the dream-like quality of a different world. Until his eyes become accustomed to the light, the semi-darkness is deceptive. In spite of its light-eating qualities, the building is actually well illuminated, with banks of lights and vast windows which form much of the walls.

If he is unfamiliar with railroad mechanics, everything around him seems grotesquely large. A 150-ton locomotive drifts silently overhead, clutched to a massive travelling crane. Rows of locomotives, steam and diesel, stand like patient dinosaurs beset by ants. Next to the walls, four 15,000 gallon vats marked "Causic Acid" seethe and boil, and cranes lower baskets of parts into them to "cook". (One of the vats will soon be able to accommodate a



Machinist John Black makes the final adjustments on a completed steam generator. These units supply the means to heat the steamless diesel passenger trains.



The main generator armature, three tons of copper, is checked by Rene Gaillard before it is reassembled. The outer "shell" or field, is in the background.

complete diesel motor block weighing five tons, rotating it in the solution like a chicken on a spit.)

Everything is big. The engine of a diesel is almost as long as an automobile and weighs nearly 20 tons. The crankshaft alone is some 15 feet long and weighs a healthy 3,000 pounds. The main generator is a copper and steel affair of five tons.

Safety and protection are stressed heavily, with wall space devoted to posters on the theme and instruction classes dealing with it. Use of special safety equipment on machines, and such items as goggles, heavy gloves and shields are mandatory on many jobs. The safety record, thanks to the intensified campaign, is excellent.

While the shop is the hub of the operation, there are other contributing units which complete the picture and make the tremendous program possible. Included are a gray iron foundry, wheel shop (which turns out as many as 150 pairs of wheels daily), a work equipment building and a power house. The craftsmen include mechanics, machinists, boilermakers, electricians, pipefitters, blacksmiths and sheet metal workers.

There are three classes of diesel overhauls. Class 1 consists of unscheduled repairs and deals with in-service repairs which may be required, much like the occasional replacement of parts in an automobile. The Class 2, or "top deck" overhauls are performed at the end of each stated number of miles of service and consist of the replacement or repair of all worn or faulty components. Class 3 overhauls, the complete changeover, entail the replacement of the major components; engines, traction motors, generators—in short, the locomotive shell is about all that remains of the original.

An interesting fact is that it takes less time for a Class 3 (three days) than it does for a Class 2 overhaul (five days). This is understandable when it is remembered that a Class 3, though the most complete, simply requires changing the internal parts of the locomotive and shipping it back to service, while a diesel must remain in shop during a Class 2 overhaul until its original parts are repaired. The speed with which these repairs are handled becomes apparent when it is realized that at least one day is devoted to testing the completed unit. The men at the Point can change the entire inner parts of a diesel faster than a mechanic can do a ring and valve job on a car.

One of the most important phases of diesel repair is testing the finished components. It is during this phase that hidden "bugs" are located and smoked out. Generators, engines, pumps, governors, electrical circuits, air brakes; everything is tested to minute tolerances to make sure no hidden defect has slipped past unnoticed.

The Woodward Governor is the brain of the diesel. Sensitive (Please turn to page 12)



Serge Noel, his face protected by a plastic shield, uses a steam and chemical cleanser to cut away months of dirt and grime which has accumulated on a diesel.

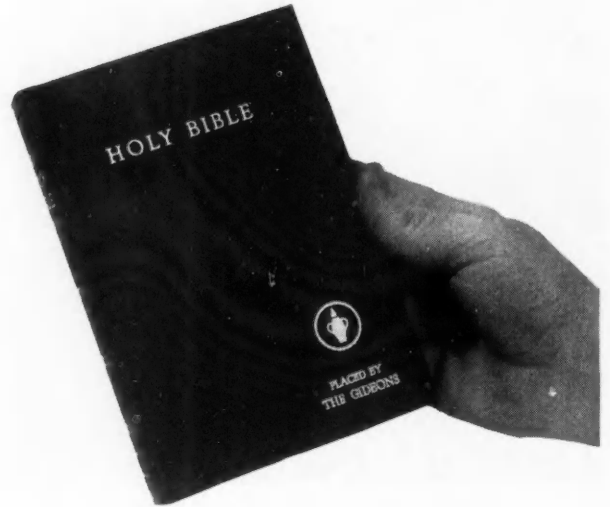


Bathed in a protective bath of cutting oil, a huge diesel axle is refinished to fine tolerances as it is made ready to do its job when put back in service.

The Gideons!

Every traveller is aware of the Gideons but few know how this organization started its world-wide work. This article tells part of the story.

By Bob Magowan



A CHANCE conversation between two salesmen forced to share a room in a crowded hotel led to the formation of an organization that, in less than 60 years, has become famous throughout Christendom.

Out of that small room in Boscobel, Wisconsin, came the idea that grew to be Gideons International — the organization that places the Holy Scriptures in hotels, motels, railway bunkhouses and YMCA's, parlor cars, steamships and other public places where a traveller might be in need of spiritual or moral uplift.

The first Gideon Bibles were placed in a Canadian hotel in 1911, just three years after the first placement in United States. The 2,000,000th copy of Holy Scriptures distributed by the Gideons in Canada was placed in the same hotel during April, an indication of the ceaseless activity of this modern band of Gideon.

As a consequence of this Scriptural activity, the Gideons annually receive thousands of letters. The writers are old folks and youngsters, drunks and dries, saints and sinners, men and women, and all with the same basic message — "thank you."

The two salesmen who started the Gideon idea put it right to work back in 1898. But it was no immediate success. In fact, after writing dozens of letters inviting other travelling men to an organization meeting, the pair started and finished the meeting with only one other man present.

But the idea did catch on as the word spread among travellers. The name of the organization was taken from the sixth and seventh chapters of the Book of Judges in the Old Testament. These tell the story of Gideon, a layman who was willing to do exactly what God wanted him to do, irrespective of his own inclinations or plans.

Humility, faith and obedience were the elements of the Biblical Gideon's character, and this is the standard that the Gideon association has always sought in its members.

These members are businessmen in positions of responsibility who possess singular characteristics and abilities. Men of vision and action are sought and in Canada today there are 1,700 of these men active in 121 "camps" from coast to coast.

They are members of an international band of 22,000 in 26 countries. Assisting them in Canada are 697 members of ladies' auxiliaries organized in 66 groups.

These people work quietly, unobtrusively even, in their own communities. They call on hotels to check on condition of Bibles — if signs of wear are apparent, the Bible is replaced with a new one.

New hotels or motels are visited before opening day and the owners or managers are asked to permit the placing of the Bible in each room. Already an order has been placed with the Gideons to supply Bibles for the 1,216 rooms in the CNR's new Queen Elizabeth Hotel in Montreal, which is expected to open its doors to the public next year.

The Gideons have many stories to tell of the Bibles placed in hotels. And, surprisingly, there are relatively few instances of Bibles being taken away by travellers.

There is the story, though, of a man and his wife who took one of the first Bibles, back in 1911, while on their honeymoon, but eventually returned it with a two-dollar contribution — 40 years later.

Another guest has returned a Bible he removed from a hotel and mentioned it had gone with him behind the Iron Curtain on more than one occasion and twice it had actually been in Soviet Russia.

Most encouraging to the Gideons are the letters attesting to spiritual comfort provided by Bibles.

Rev. William Cantelon, a clergyman in Ontario, tells a particularly moving story about his own father's experience. The Senior Cantelon, a railroader, carelessly opened a Bible and his eyes fell on Isaiah 57: 20-21 which

reads: "For the wicked are like the troubled sea, when it cannot rest, whose waters cast up mire and dirt. There is no peace, saith my God, to the wicked."

This simple act, Rev. Cantelon relates, resulted in his father's complete re-birth in Christianity to the extent that he later entered the ministry along with his brothers.

Stories like this are often told among Gideons and printed in "The Canadian Gideon", the official publication of the Gideons International in Canada.

Other Gideons stories concern the means of financing such an ambitious undertaking as providing, free of charge, 2,000,000 copies of the Holy Scriptures to date and trying daily to increase this number.

Current budget of the Gideons in Canada is in the neighborhood of \$180,000 for the year. All this money is donated voluntarily and Gideons themselves have provided 30 per cent of it.

Other donations have ranged from three cents sent in by a small boy in Oshawa, Ontario, to \$5,000 from a Quebec businessman. A commercial traveller in Moncton wrote to say he had been using Gideon Bibles all his life and in appreciation enclosed a cheque for \$1,000 with his letter.

Canadian Gideons are interested in more than the work in Canada. They have participated in programs in Japan and Mexico, where there are 2,000 Gideons, by the way.

This year Canadian Gideons have budgeted to help 96 Gideons in their relatively large program in South Africa where some copies will be in English, others in Afrikaans and some bilingual.

Closer to home, the work extends from Whitehorse in the Yukon territory, right through to Newfoundland where Scriptures have been placed in 1,300 fishing villages along 6,000 miles of coastline. More than 4,000 copies of

(Please turn to page 13)

Our New Director

A lifetime spent working in the interests of railroaders equips J. R. Griffith with the experience needed to handle his new appointment as a member of CNR's board of directors.

By W. S. Graham



THE rise from carman to a director of the largest railway in North America is an unusual story of an unusual man. J. R. Griffith, named to replace the late B. L. Daly as labor's spokesman on the CNR's board of directors, is just such a man.

Mr. Griffith is a westerner with a westerner's distrust of the artificial and affected. He stems directly from pioneer stock and his values are based accordingly. He is taciturn, almost painfully shy and not given to talking about himself or his achievements. Most of his life has been focused on two major interests — his family and the working man.

He was born in Missouri Valley, Iowa, in 1893. His father, a farmer, moved to Western Canada in 1905, and settled on a farm near Saskatoon. In 1917 Mr. Griffith, then a young man of 24, broke with his agricultural past and started work with Canadian Northern as a carman in Saskatoon.

The early 1900's were marked by a steady growth of trade unions. Mr. Griffith soon became actively interested in the labor movement and made no small contribution to its development.

His rise through the union ranks kept pace with his steadily growing talent for administration and leadership. In 1944 he was named labor member of the Saskatchewan Labor Relations Council, representing the Trades and Labor Congress of Canada, a post he held for seven years. Prior to his appointment as a CNR director, Mr. Griffith held a number of other important offices, serving for example as general chairman and system general chairman of the Joint Protective Board, Brotherhood of Railway Carmen of America, and president of the CNR General Chairmen Association.

Not all of Mr. Griffith's time has been devoted to the labor movement. At one stage in his life he seriously considered becoming a musician.

"When I was very young," he said, "my parents bought me a violin and vowed that I was going to learn to play it. I guess most boys are subjected to this sort of thing at one time or another, and their reactions seem to be about the same as mine were. Frankly, I would much rather have been outside playing, or even working, than trying to make that machine function.

"I really gave it my best, though. But the sad thing is it took me nearly 10 years to become really interested in it, and when I did it nearly changed my life — or would have if circumstances had permitted it."

By the time he was in his late teens he was playing with local orchestras around Saskatoon. Little by little the idea

formed that he should perhaps become a professional musician.

"I probably would have, but for one thing — money. In those days very few musicians could eke out a living, compared with the great number of people who wanted to enter that field. So it boiled down to a choice of becoming a hungry virtuoso or a reasonably well-fed working man. I had to choose the latter."

"He is still very fond of music," said his wife, Catherine, as we sat in the Griffiths' apartment in Toronto. "Before we moved east we had a large collection, probably close to 200 long playing records. It's a shame we couldn't bring them all with us. Mostly classical records. I think our favorite composer, a bit on the lighter side, is Victor Herbert."

The same stumbling block that prevented Mr. Griffith from realizing his early ambition to become a musician also stood solidly in the way of a formal higher education. Though he doesn't have a university degree, Mr. Griffith has managed to accumulate a considerable fund of knowledge through his own efforts. He is an avid reader and has devoted much of his time to the study of economics and philosophy.

Among his favorite authors is Mark Twain, who probably salted as much philosophy, satire and basic economics into his humor as any writer ever has.

"In the early 1900's, the opportunities for a college education were rather limited. This put a challenge to the average youngster, because if he was going to improve himself he had to do it all alone. Perhaps this was an advantage in a way. It certainly tends to build character," Mr. Griffith said. "I've had what you might call a long, leisurely education."

The Griffiths have a large, energetic family of six children and 12 grandchildren. Edward, the eldest, is with International Harvester in Hamilton, and James is a car inspector with CNR in Saskatoon. The four daughters are married, two living in Saskatoon and two in Victoria, B.C.

"If we ever have a reunion it should be something like a clan gathering," said Mrs. Griffith.

J. R. Griffith is a remarkable man, and an unobtrusive one. What he has accomplished has been done with a quiet forcefulness. The battered old saw of "the self-made man" is certainly as applicable in his case as it has ever been. His experience, his wisdom and his character should enable him to make a notable contribution as a director of the CNR.

Oil: It Runs The Railroad

(Continued from page 5)

Crude oil refined at Halifax and Montreal is mostly imported from South America and the Middle East, our partial dependence on the latter source bringing right home the effect of Colonel Nasser's current didoes.

Almost all crude refined at Clarkson and Sarnia, Ont., is from western Canada, as is, of course, oil refined in the West. Canada imports about 45 per cent of her national requirements from South America, the Middle East and the USA.

Keeping the fuel oil tanks of our diesels full calls for the maintenance of strategically placed storage tanks across the system. We pay for the oil f.o.b. the various refineries.

The oil is delivered to our storage tanks in tank cars belonging to the oil companies, for the most part, but at Point St. Charles in Montreal, and Mimico and Spadina in Toronto terminals, it comes to us by truck transport,

as it was determined that this is the most economical way to handle it at those points.

Sealed meters on the storage tanks measure the oil as it is pumped from the transport, giving us a printed record to check against the oil company's bill.

Diesel fuel for the Grand Trunk Western is bought at Detroit, Chicago and Muskegon, and the Central Vermont's requirements are taken care of at the CV's own storage tanks at New London, Conn., to which oil is delivered in barges that unload 420,000 gallons at a time.

In all cases, the oil is filtered when it goes into our storage tanks, and again when it is pumped into the diesels.

Aside from transportation and storage, there are other problems.

"Cloud Point" and "Pour Point" might sound like the names of a couple of summer resorts to the uninitiated, but they are really part of the special language of the oil buyer and user.

A fuel oil with a minus-30 pour point means the oil will flow at 30 below zero. Away up north, where they have winters that are winters, oil with a minus-55 rating might be needed, while in relatively balmy southern Ontario, a minus-10 oil will get us through the winter.

"Cloud point" is the other thing that oil buyers and users must consider. At 10 degrees of temperature above the pour point, the oil undergoes certain changes that result in crystals being formed that can block filters.

Bunker oil is something else again.

On our western lines we have 365 steam locomotives that thrive on a steady diet of bunker oil.

Thick, black or brown, and gooey, bunker oil is what is left after almost everything else is taken out of the crude oil at the refineries.

Molasses in January is fast-moving, compared to this sluggish substance that must be stored and moved in heated tanks and tank cars, and must be heated to 180 degrees before it will pour freely. We have 165 heated tank cars moving it around, and when it is in the locomotive tender, steam pipes from the boiler keep it hot so that it will run to the burners in the firebox.

Our oil-burning steamers, soon to go to the Big Roundhouse In The Sky, were originally coal-burners, converted in the interest of preventing forest fires and for economic reasons generally.

In 1956 we used over 5,000,000 barrels of bunker oil, for locomotive fuel, at large central heating plants, certain roundhouses, and at our hotels in Charlottetown, Saskatoon and Vancouver. A minor use is for lighting up steam locomotives. During the year large quantities of oil were used for miscellaneous heating purposes, such as for huge buildings like the Simcoe Street freight sheds at Toronto, and down the line to tiny switchman's shanties.

The names of the companies that sell us these slippery essentials to smooth operation are household words, and some of their products are well known to every car driver or oil burner owner, but other trade names are strictly for the insiders.

For example, one of a long list of cup greases that you can buy is a product called Esquimaux Grease.

When you read that in the handbook, it pulls you up short, and you wonder.

Just a trade name, however. It's for greasing engines, not Esquimaux.

NEW YORK ALL-EXPENSE TOURS

3 DAYS—\$19⁵⁰

(PER PERSON • 2 OR 3 TO A ROOM)

Plan now for an exciting weekend or vacation in New York. Guestroom, sightseeing, night clubs, shows featured in all-expense tours. Rates from \$19.50 for 3 days, 2 nights; up to \$59.50 for 7 days, 6 nights.

Special Group Rates—party of 10 or more. MAKE RESERVATIONS NOW or write for All-Expense Tour Folder giving full details.

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AT 31st ST. NEW YORK
OPPOSITE PENN STATION
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Railway School FOR SALE

Established 1900. Specializing in Telegraphy, Freight, Tickets & Baggage. Special books approved by Operating Officials C.P. & C.N. Rys. Day, Night, and Home-Study Courses. Reason for selling, Age 83. Agency in Canada for Self-Teaching Instructograph Machines. Will sacrifice over 50 years good-will.

Write:

J. E. Cassan
7 Superior Ave., Toronto 14, Ont.



Hissing steam and purring like a contented cat, a diesel sucks up 1,000 gallons of fuel at a sitting. These pumps, located behind the electrical shop at Montreal, are connected to two giant oil storage tanks a quarter of a mile away by underground pipelines.

Winnipeggers Enjoy Fast Phone Service

CNR customers at Winnipeg are pretty happy about our new telephone sales bureau.

And the passenger traffic folks are finding it to their liking, too.

The first of its kind on the CNR, it centralizes the jobs involved in train and general travel inquiries, and the selling of train tickets and reserved space, all in one room equipped with every electronic and mechanical device needed to run an operation of this kind smoothly.

Aside from added efficiency and convenience, the new setup increases the chances of sales.

If a Winnipegger calls for train information and rates, the man who takes the call can, after he has given the required information, go into his sales approach and wind up with a customer for the railway.

With 12 telephone lines funnelling into their headphones, the 10 men in the bureau are ready to provide information about train travel in any part of the continent.

The people on our end of the phones are not just ticket clerks. They are trained salesmen too, on the alert for every opportunity to get business. The new arrangement gives them a chance to take care of prospective patrons without having to shuttle them from one office to another, where both train transportation and sleeping car accommodation are involved.

In addition to the telephone equipment, the new bureau boasts a telautograph connected to the despatchers' circuit, showing up-to-the-minute information on train times and locations; two teletypes hooked up to CNT lines to Toronto and the West; and train arrival and departure boards showing both regular and extra passenger trains.

New Telephone System At Ottawa

A NEW consolidated dial telephone system has been installed at Ottawa which has greatly improved inter-office communications as well as service to the public.

Formerly there were three separate switchboards at Ottawa, one in the Communications Department, another in the Express Department and the third in Union Station for the railway offices. There were also a number of direct business lines throughout the city.

Calls from one office to another, and many to outside connections, had to be routed through the switchboard operators at Union Station. Now these calls can be made directly from one local to another or outside, including the Communications and Express Departments. The switchboards in these two departments have been eliminated

and the work of the operators at Union Station has been immensely relieved, permitting them to devote more time to incoming calls and to long distance calls over company lines. Everyone is receiving better telephone service, particularly the public.

The banks and tiers of new equipment, appearing as an electronic dream to the uninitiated, have been housed in a room on the second floor of Union Station. A number of shuffles were required of other offices to make the space available. It adjoins the switchboard itself where four experienced and courteous operators, Jean Harrison, the chief operator, Marion Hines, Laura Manor and Jean Morris are on duty. ★

New Yards in U.S.

Construction of new freight classification yards is now under way at Battle Creek, and Flint, Mich. The yard at Battle Creek is expected to be completed in 1958 at a cost of approximately \$4,300,000. The New Torrey Yard at Flint, which will cost about \$2,500,000, should be completed in 1957.

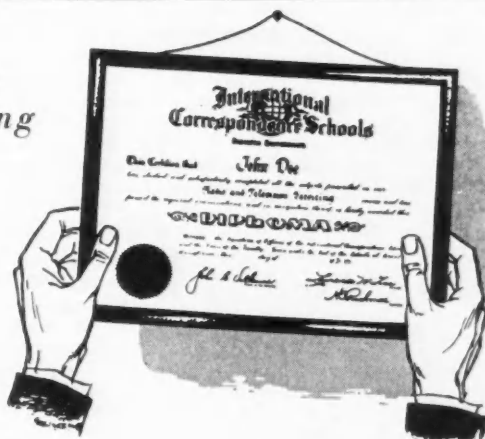
Equipment plans for the Grand Trunk Western include the acquisition of 41 diesel locomotives, 16 of which will be equipped for passenger operation; 100 covered hopper cars; 400 automobile box cars and 100 flat cars.

The GTW is one of the units of the Canadian National Railways system.

Sure Step to a More Rewarding Future

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Earn Yours through one of these Specialized courses for Railway Personnel



IF YOU yearn to make more of your future . . . if you plan a career with the Railway . . . if you want to better your position, prestige and salary . . . take advantage of these courses for Railway Personnel!

Each course provides the Specialized Training you need to feel more secure, more confident, happier in your work. You learn at home, in spare time and if you wish I.C.S. will report your progress to your employer. Recognition of your ability comes more quickly.

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I.C.S. training fits you to take advantage of opportunities to move into a bigger job with even greater benefits for yourself and your family.

I.C.S. courses have been developed to meet the special needs of Canadian National personnel. Mail the attached coupon today. It's the first step to a more rewarding future.

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Without cost or obligation, please send full particulars about the course BEFORE which I have marked X.

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| <input type="checkbox"/> Section Foreman | <input type="checkbox"/> Steam and Diesel Locomotive Engineer (CNR) |
| <input type="checkbox"/> Roadmaster | <input type="checkbox"/> Bridge and Building Foreman |
| <input type="checkbox"/> Railroad Engineering | <input type="checkbox"/> Railroad Administration |
| <input type="checkbox"/> Rate Clerk | <input type="checkbox"/> Air Brake Equipment |
| <input type="checkbox"/> Traffic Management | <input type="checkbox"/> Car Inspector and Air Brake |
| <input type="checkbox"/> Carmen | <input type="checkbox"/> Diesel Machinist |
| <input type="checkbox"/> Diesel Locomotive Maintainers | |
| <input type="checkbox"/> Diesel Locomotive Special | |
| <input type="checkbox"/> Electrical Maintainers — Diesel Electric | Other |

Name

Address

City

Province

Race Against Time

(Continued from page 7)

tive to the slightest fluctuations in loads and grades, it must maintain a constant flow of power regardless of rapid changes.

It is imperative that these governors are returned to service in perfect condition. A defective unit can pile up an appalling bill in wasted fuel, power and time in a few thousand miles of operation. To ensure against bugs the technicians at the Point have built a governor test stand designed by Paul Pope, an assistant foreman whose talents include engineering and trouble-shooting. Besides the governor test stand, he has developed other equipment including the Bosch injector pump stand and a GE speed control tester.

The governor is tested under simulated running conditions to a spectacular degree of accuracy. The resultant savings have been estimated in excess of \$30,000 yearly. This stand incorporates many features absent on commercial testers now on the market and is rated among the finest of its type on the continent today.

Steam generators, the units providing heat for the diesel-drawn passenger trains, are also given a thorough testing before being returned to service. These large machines, which look like super coffee pots, can turn 50 pounds of water into steam every minute, taking a half gallon of diesel fuel to do it. Trains like the Super Continental and the Continental are heated by two such units with a third kept in reserve.

Every diesel that comes in for inspection gets a complete

electrical overhaul. Contacts are checked, cleaned and repaired where needed. The complex control system is examined by electrical test equipment. The giant main generator armature, a bit over three feet in diameter and weighing two tons, is repaired and rewound if necessary.

When the locomotive has been reassembled it is moved to a small building where it undergoes a load box test. The engine must develop full horsepower, which is calibrated electrically, before it is released to service. The traction motors are bypassed and the power developed by the engine is fed directly into a bank of heavy resistors. As the rings "seat" (a process similar to the breaking-in period of a new car) the horsepower climbs gradually. The speed is increased until the needles on the control panel of the load box indicate the engine is running at peak efficiency; in the case of the big road diesels, anything from 1250-1750 horsepower.

The final phase of servicing is the road test, during which minor alterations and adjustments are made. Then the finished locomotive, as good as the day it came from the factory, is returned to the operating department for its next long term of service.

The operation generally called "locomotive maintenance" is far more complicated than it appears on the surface. The degree of timing, co-ordination and co-operation needed to keep the process flowing smoothly is formidable. The locomotives must arrive on schedule, supplies and replacements must be on hand when (or preferably, before) they are needed, work must be on schedule and the diesels must be back in service without delay. A breakdown in any of these phases could mean a lot of time and money wasted. It is a tribute to all concerned that the CNR's repair program functions at the high rate of efficiency it enjoys.

Employee Shows Skill As Artist

RAPID portrait sketching is just one of the accomplishments of talented, versatile, 24-year-old Pat Wellon of the district superintendent's office in St. John's, Newfoundland.

Pat has gained widespread recognition in Canada's oldest city for his ability to prepare lifelike charcoal portraits in just a few seconds, but he is also acclaimed as a capable color photographer; a builder of model ships; a make-up artist; a stage set

designer for local theatre groups; a sign painter; and a builder of eye-catching parade displays.

In the annual Labor Day parade at St. John's, floats designed by the young railroader have twice taken top awards. The 1956 winner depicted a CNR train, the "Old Colony Special", and consisted of a realistic locomotive and tender, pulling a mail car, freight car and caboose. It won first honors of the 157 floats in the parade.

The son of Constable and Mrs. George Wellon, Pat was born at Wesleyville, Newfoundland, and joined the CNR after graduation from Mac-

pherson Academy in St. John's. He is also a graduate of a three-year course at the Newfoundland Academy of Art. He now lives in St. John's with his wife, Patsy, and small son Fraser.

Pat's theatrical pursuits include the handling of make-up for amateur theatre groups in Newfoundland, and for three years he has designed and built all the stage settings used in productions of the renowned St. John's Players. He has designed crests for schools in the city, and for the provincial Vocational Training Institute.

One of his latest accomplishments is a scale model of the super-ferry "William Carson", and he has a lot of other projects in the planning stage, including a number of ideas for stage settings.

He's a man who believes that spare time should be put to good use, and nobody can say that he doesn't practice what he preaches! ★



Pat Wellon

Hoping for something
or saving for it?

Start your Savings Account today
at any Royal Bank branch

THE ROYAL BANK OF CANADA

The Gideons

(Continued from page 8)

youth testaments are being sent to Newfoundland each year.

In areas where there are no camps, like James Bay and Hudson Bay, the Gideons provide service by mail.

With the hotels, motels and other similar dwellings part of a regular program, the Gideons are spreading to other places where the Scriptures might be needed and wanted.

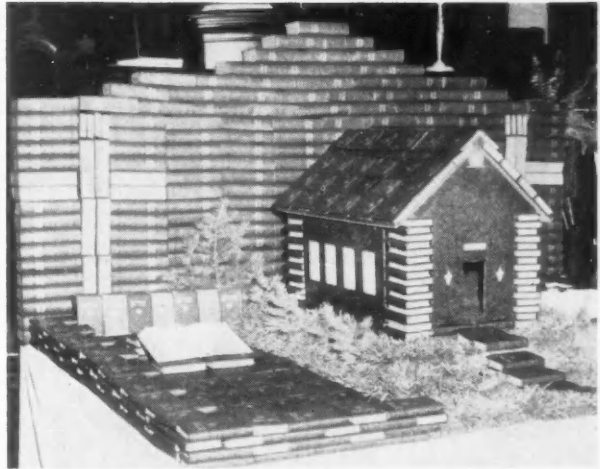
The Ladies' Auxiliary has a program of presenting white-covered copies of the Scriptures to nurses in training, robin's egg blue copies to girls in government sponsored and government approved schools giving nursing courses other than those leading to the registered nurse's certificate.

Gideons are also doing their work at RCMP barracks, Red Cross outpost hospitals, the armed services, merchant marine and there is one Bible placed in each aircraft in service on commercial airlines. Bibles are also placed in Canada's penal institutions.

Latest project has been to place Bibles in campus dormitories of universities and colleges and the initial order of 3,000 has already been exhausted, so enthusiastic is the reception in Canada's 21 seats of higher learning.

Administration of Gideons' activities is handled by a board of directors known as the cabinet. It is headed by President A. E. Stedelbauer, an auto-

A model schoolhouse built of 2,000 New Testaments presented to school children at Windsor, Ont. makes an attractive display.



mobile dealer in Windsor. Other officers and trustees come from other parts of Canada, including Moncton, Montreal and Edmonton.

Only full-time paid employees of the Gideons are Arthur J. Burnham, general secretary, who heads the administration from the general offices in Toronto, and three field secretaries, R. Hugh Coldridge, Cecil R. Roberts and George H. Snudden, together with necessary clerical and stenographic help.

The continuing work of this organization is best summed up by the words of Mr. Burnham, who remarked: "Wherever there are people, we are seeking to make the Scriptures available."

Central Vermont Mechanics Establish "New First"

CENTRAL Vermont Railway mechanics, who already enjoy an enviable reputation in the railroad mechanical world for the excellence of their work, have been selected by mechanical executives of the Canadian National System to do another "first" in railroad car construction in New England.

A \$55,000 generator car, designed to supply auxiliary heat to diesel-hauled passenger trains, is now being constructed in the C.V. shops at St. Albans.

The all-steel car, of new and unusual design, is being built "from the ground up." The body is mounted on passenger car trucks and completely equipped for fast passenger service.

The interior is a complicated-looking maze of wires and piping, water and fuel tanks, along with two oil-operated steam generators capable of producing 6,000 pounds of steam per hour. The car also has its own electric generating motors, which, in turn, are operated by diesel engines. These engines also operate air compressors for the steam generators.

The purpose of the steam generator

car is to provide additional steam for passenger cars in extreme cold weather when trains are hauled by diesel electric freight locomotives. Passenger service diesels have their own steam generators, but the added steam from a generator car will permit heating as many as 18 cars even in the extreme cold of northern New England or Canadian mid-winters.

When in service, the steam generator car will be operated directly to the rear of the diesel locomotive, in the same position as the coal tender of a steam locomotive.

The Central Vermont Railway is scheduled for complete dieselization by mid 1957.

In charge of the engineers and construction of the steam generator car are C. H. Lockhart, superintendent of motive power and car equipment; Delbert M. Bressette, mechanical engineer; Gordon E. Spooner, chief diesel inspector; Arnold Lewis, chief draftsman; Paul Hackey, electrical foreman; Robert B. Blatchley, general foreman, car shops, and Lionel Bushey, car foreman.



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OFFICIAL STANDARD
21 Jewel
RAILROAD WATCH

from
\$64.00 to \$82.50

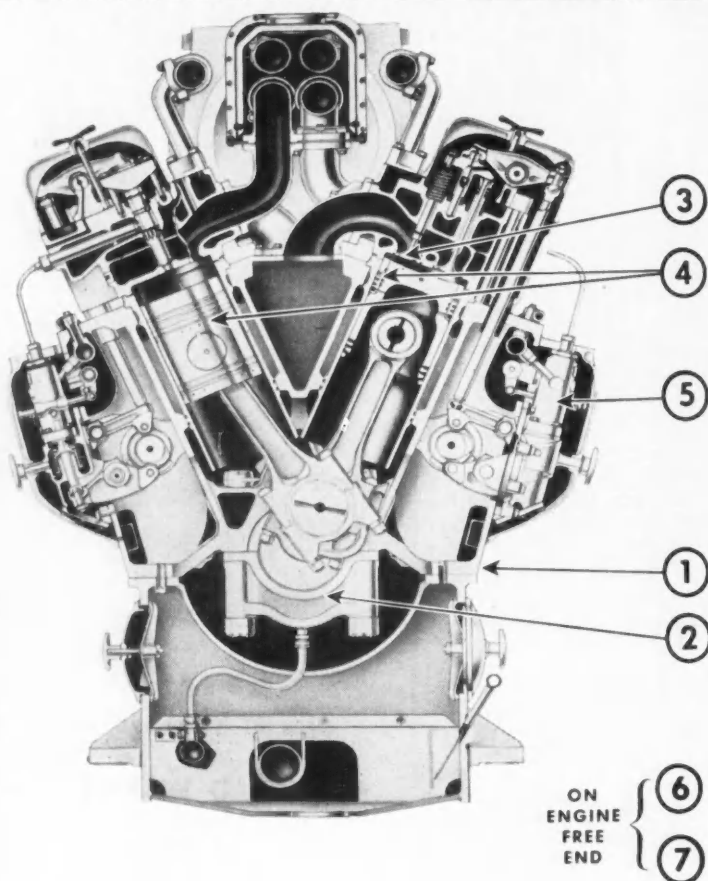
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OFFICIAL WATCH INSPECTOR ONLY

"Carry a Ball
and
Time them all!"



MLW introduces 1800 h.p. diesel

DL-718 ROAD



1. Cylinder block has stronger, more rigid construction.

2. Grooveless center main bearing is wider and stronger. Serrated fit between all main bearing caps and saddles.

3. Valve-seat inserts lengthen valve and cylinder head life.

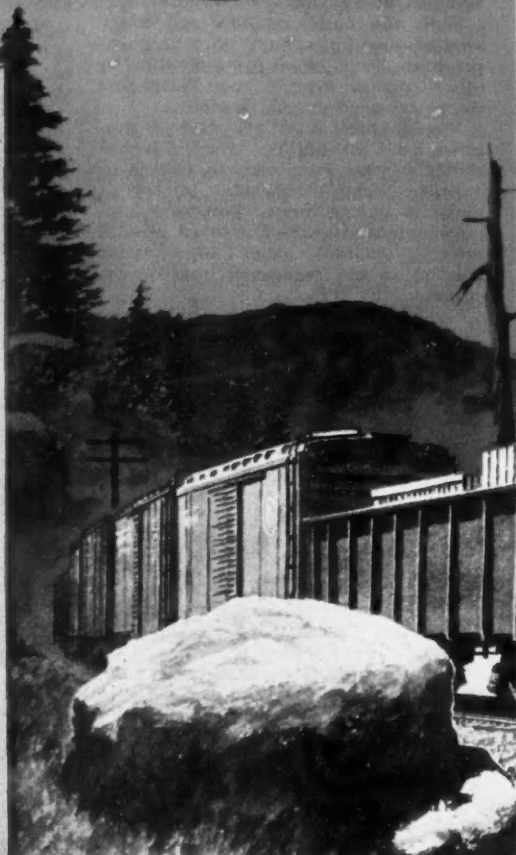
4. Ni-Resist inserts in top ring groove and heat treated

rings lengthen piston and piston ring life.

5. New dilution-proof fuel-injection system affords improved combustion.

6. New air-intake aftercooler lowers temperatures in all combustion-affected parts.

7. New independently operated overspeed trip is a most reliable safety feature.

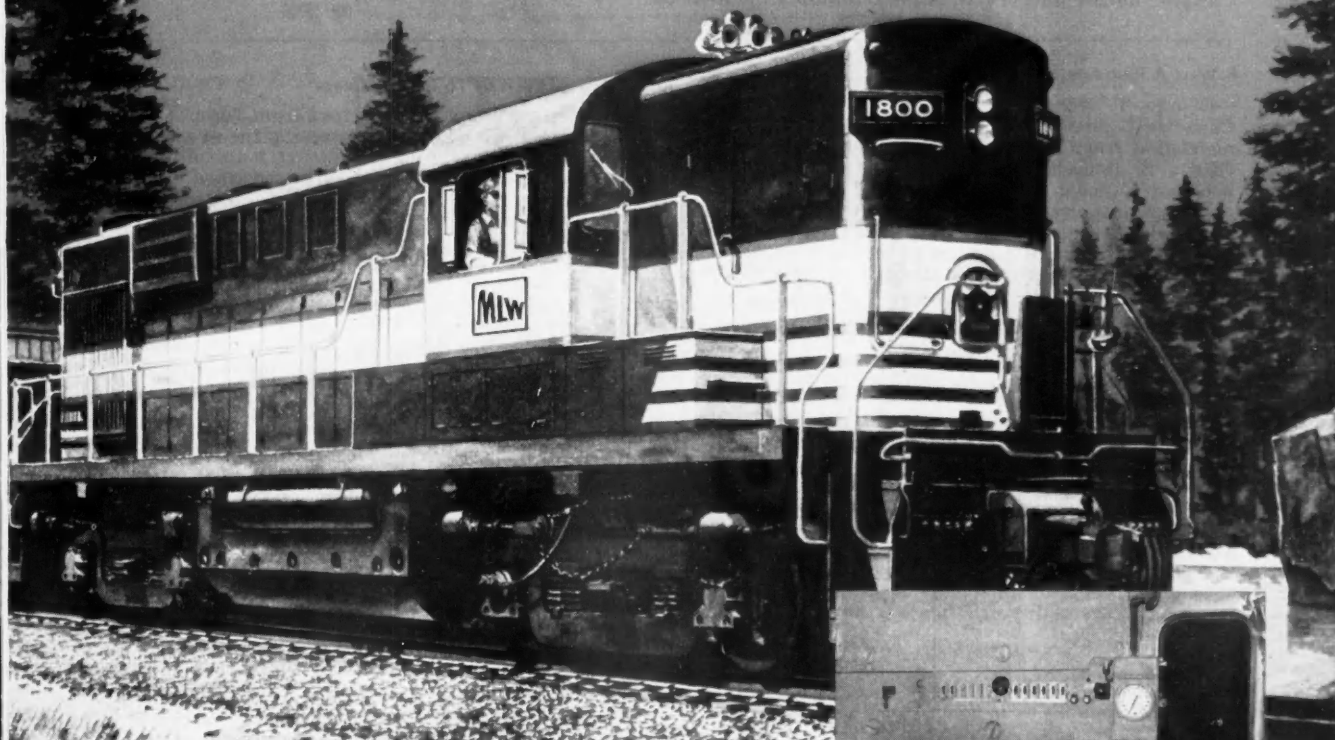


The DL-718 diesel-electric Road Switcher offers increased power and dependability to Canada's railroads. The new 1800 hp 251-series diesel engine incorporates the latest design improvements for longer life, greater efficiency and economy of operation. The DL-718 is equipped also

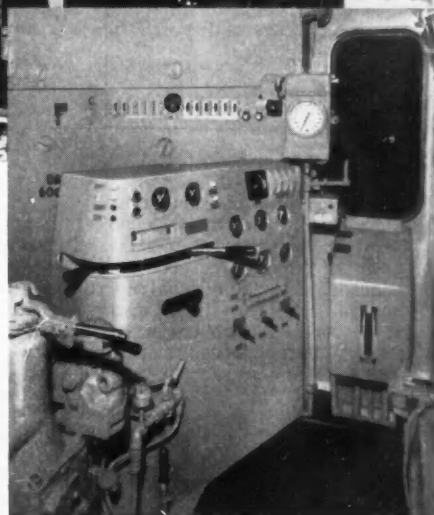
MONTREAL LOCOMOTIVE

e. engine for more power in the...

SWITCHER



with an improved static excitation electrical control system offering high reliability and low maintenance. Designed to provide versatile motive power for Canada's wide-spread and diverse railroad operations, MLW Road Switchers handle both switching assignments and long freight and passenger runs. Winterization features and extra fuel and water capacity enable these locomotives to operate with year-round efficiency under Canadian conditions of long hauls, mountain grades and extreme cold.



New control stand incorporates simplified controls for greater operating efficiency.



WORKS LIMITED

The Customers Always Write

Kind Words

In a day and age when everything has either gone up in price, or going up, the cost of a Vancouver-Chilliwack return ticket on the CNR is a happy surprise. Many passengers who've tried the train lately have nothing but good to say for the helpfulness of CNR employees who help them on and off with their bags. The stock criticism that 'nobody cares anymore' apparently doesn't apply to trainmen.

From "Barber Shop Talk" in the *Chilliwack PROGRESS*.

It Was A Pleasure, Gentlemen

George T. Morse, travelling passenger agent for the Canadian National at Boston, has received letters of commendation from Senator Ralph E. Flanders and Governor Joseph B. Johnson of Vermont, "for the helpfulness and hospitality shown us and for the fine arrangements made for our transportation." Mr. Morse, who accompanied the Vermont Legislature Tour Party from Montpelier, Vt., to Montreal, also received letters of thanks from Representatives August F. Bauer and B. Richard Rhoades of Vermont.

Thoughtful Porters

On March 3 I travelled to Montreal from Val d'Or, Que., returning here on March 19.

Since I am sightless and this was my first attempt at travelling alone, there was some concern as to how the venture would work out. However, with the voyage completed we now find that any anxiety was unwarranted.

I doubt if any member of my family could have been more attentive than were those two thoughtful porters. Their many kindnesses gave me a complete sense of security and relaxation, and made my journey a pleasure throughout. Best of all, I have achieved a new feeling of confidence through my experience with CNR courtesy.

Mrs. A. C. Riddington,
Bourlamaque, Que.

Unhappy Customer

I am writing this letter to you regarding your express service which I had occasion to use.

On Jan. 7 I sent a C.O.D. parcel . . . and I paid the express charge which the driver collected at the end of the month.

So far I have not received the C.O.D. money order after phoning your claim department three times and also sending one letter for which I received a reply March 6 stating, "I regret to advise our agent did not fully complete my C.O.D. tracer form when originally forwarded to this office." I have no further information on this matter.

I believe your slogan is courtesy and service, sir. This is poor service and poor business.

It is easy to see that if your business is done in this manner why the company you represent has been able to make a very neat profit this year, no private company can afford to give such treatment to its customers and hope to stay in business.

A.M.

Happy Customer

I would like to express to you my sincere appreciation and that of my associates, for the co-operation and fine service we have received (from CN Express) during the heavy shipment period of equipment for the Mid-Canada Warning Line, which, as you know, has been moved almost exclusively over your lines to various railheads in Eastern and Western Canada.

I would particularly like to mention Mr. Major and his staff in Montreal, Mr. Ritchie and his staff on his territory,

and very specially Mr. Russell at Ottawa where we had one of our largest contracts. Also at Ottawa we had four test line sites and but for Mr. Russell's exceptionally keen attention, we are sure we would have had a great deal more trouble than we did have in getting equipment to this extremely important installation.

Handling on the western region, at Winnipeg, Vancouver, The Pas, Edmonton and stations on the Hudson Bay Ry. has been very good.

A. S. Redford,
Trans-Canada Telephone System,
Montreal.

This Is The Way To Lose Business

Yesterday my wife returned from Toronto to Saskatoon. Today we are of course discussing the events of her journey as people will do.

She was appalled and embarrassed when on requesting a ticket agent at Union Station to cash a Bank of Commerce travellers cheque in order that she might purchase a ticket . . . she was told that he would not do so and that she should go to the bank (at 6.15) to cash it.

This sort of activity should make all of us who directly or indirectly try to encourage travel in our country very happy!

Before we try to educate people to see our fine land let's educate the people who are given the task of looking after the traveller. And if they don't fit into the machine, certainly the parties that do fit can be found.

F.G.M.

This Is The Way To Get Business

No doubt the only time that you hear of any of your men from customers are the times that a complaint is being filed.

However, I am writing you to commend you on the fine co-operation given our company by a Mr. Goral (Lewis Goral, bill of lading and embargo clerk, Detroit local freight office) who is in your outbound department.

It will be our pleasure in the future to route all of our Canadian shipments through Grand Trunk due to Mr. Goral's services.

We thought that you would like to hear of this and have taken the time out to write you.

Edward Block,
Eastern Enterprises,
Springfield, Mass.

Short and Sweet

I expect you get many letters of complaint. This is not one of that kind.

We left Bathurst at noon. We had a very comfortable trip all the way. For the price it is exceptional.

P.S.—I opened this letter to say that from Moncton to Saint John was even better. The trip was a rest cure. After months in a very noisy place it was a welcome change.

A. Clement,
Saint John, N.B.

Expression of Gratitude

For careful attention and courtesy from several CNR folk on the "Maritime" going east I would express my gratitude.

Going to Amherst, unknowingly I left my coin purse on the train. The agent at Amherst was most prompt in the follow up. The purse returned to Moncton on the evening "Maritime" and here the baggage and mail agents were so kindly interested in its return.

To all concerned, my thanks. The purse was so carefully packaged, too.

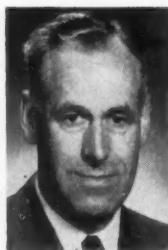
Alice Harrison,
Moncton.



M. L. Milner



G. W. Montgomery



A. H. Morgan



G. F. Nichol



M. A. Peebles



R. H. Tivy

freight tariff bureau. He subsequently served as secretary to the freight traffic manager, and as rate clerk.

Following service as freight traffic representative at Philadelphia in 1944 and at New York in 1945, he was promoted to travelling freight agent at New York in 1950 and to eastbound agent in 1951.

C. A. MANN has been appointed manager of the Chateau Laurier Hotel at Ottawa.

Arthur Mann began his CNR hotel career at the Chateau Laurier as night manager in 1934. A native of Montreal, he had earlier been assistant manager at the Place Viger Hotel there, the Chateau Lake Louise and manager of the Royal Edward Hotel at Fort William. Following his appointment as night manager at the Chateau Laurier, Mr. Mann was later office manager there and manager of the Prince Edward Hotel at Brandon, the Bessborough Hotel at Saskatoon and the Prince Arthur Hotel at Port Arthur. In 1952 he became manager of the Fort Garry Hotel at Winnipeg.

H. J. McCALLUM has been appointed district passenger agent at Winnipeg.

Born at Midland, Ont., Mr. McCallum has had 41 years' experience in passenger traffic work in Western Canada. He joined the CNR's passenger department at Winnipeg in 1916 and, after serving in a number of clerical posts there, went to Saskatoon as chief clerk in 1925. Three years later he was made city passenger agent at St. Paul, Minn., and in 1931 advanced to dock ticket agent at Victoria. He became reservation

clerk at Vancouver later that year and was named dock agent and reservation clerk there in 1938. He was appointed travelling passenger agent at Prince Rupert in 1943 and returned to Saskatoon in that capacity in 1945. The following year he was promoted to city passenger agent there and was appointed district passenger agent in 1951.

Mr. McCallum is a past president of the Kiwanis Club of Saskatoon and has been serving as chairman of the Saskatchewan Tourist Advisory Committee.

J. E. McGUIRE has been appointed freight agent at Ottawa.

Born and educated at Shawville, Que., Mr. McGuire has completed various extension courses in political science and economics at Canadian universities. He joined the railway at Ottawa in 1914 as a clerk in the local freight office and served with the Canadian Army and the R.A.F. during the First World War.

From 1923 to 1952, while on leave of absence from the railway, he took an active leadership in the trade union movement, serving as general chairman of the Canadian Brotherhood of Railway Employees and Other Transport Workers from 1919 to 1942 and as National Secretary-Treasurer of the Brotherhood from 1942 to 1952 when he retired from union activities to return to the railway.

Mr. McGuire was among the founders of the International Confederation of Free Trade Unions and served on the executive of the International Transport Workers' Federation and the Inland Transportation Committee of the I.L.O.

M. L. MILNER has been appointed assistant to the vice-president and general manager at Moncton.

Mr. Milner brings to his new position nearly 45 years' experience in various branches of the railway.

Born in Moncton, he joined the company in 1912 as a clerk in the staff record office there. He enlisted for military service after the outbreak of the First World War and served with the 26th Battalion overseas. In 1919 he returned to the railway as senior record clerk.

In 1943, after filling various progressive positions, he was promoted to assistant chief clerk in the office of the vice-president and general manager. The following year he became schedule clerk and in 1950 supervisor of the wage bureau. He was appointed regional supervisor of the wage bureau in 1952.

He is past chancellor of the Knights of Pythias (Westmorland Lodge) and a member of the Dramatic Order of the Knights Khorassan, the Canadian Legion and the Canadian National Railways War Veterans Association.

G. W. MONTGOMERY, provincial agricultural representative in Huron County since 1951, has taken up his new position as agricultural agent for Canadian National Railways in Toronto.

In his new office Mr. Montgomery will perform liaison services between the railway and the agricultural industry. He will attend major farm exhibitions and is slated to represent CNR on the Canadian Council of 4-H Clubs.

Raised on a farm in Carleton County, Mr. Montgomery graduated from Kemptville Agricultural School in 1943, and in 1946 received his degree from Ontario Agricultural College.

He has served as assistant agricultural representative in Lambton and Hastings counties. He was also agricultural representative in Nipissing district, with headquarters at North Bay, from 1949 until his appointment to Huron County.

A. H. MORGAN has been appointed acting district passenger agent at Saskatoon.

Mr. Morgan, a native of Toronto, brings to his new position 32 years' experience in all phases of passenger traffic work and a wide knowledge of the tourist and outdoor attractions across Canada.

He joined the passenger department of the CNR at Toronto in 1925 and advanced to chief clerk in the city passenger and ticket office at Kingston in 1948. He became chief of the information bureau at Toronto in 1950 and, two years later, was made travelling passenger agent there. In 1955 he was appointed tourist traffic representative at Montreal.

G. F. NICHOL has been named chief of the tariff bureau at Winnipeg.

A native of Souris, N.D., Mr. Nichol began work with the CNR in 1928 as a clerk in the division freight office at Calgary. He later served in various capacities at Saskatoon, Regina, Port Arthur and Vancouver before being promoted to freight traffic representative at Winnipeg in 1948. He returned to Port Arthur in 1953 in the latter capacity.

M. A. PEEBLES has been named assistant general freight agent (rates) at Winnipeg.

Born, educated and commencing his railway career in Winnipeg, Mr. Peebles' first position with the CNR was as a stenographer in the passenger department in 1928. Shortly afterwards, he transferred to the freight traffic department and became a secretary. In 1942, he moved to Victoria as chief clerk in the district freight office and, two years later, returned to Winnipeg to a similar position. In 1945, he advanced to the division freight office and, the following year, to the freight tariff bureau where he served as tariff compiler, senior divisions clerk and chief clerk. In 1953, he was appointed chief of tariff bureau.

S. G. PIRIE has been appointed district plant supervisor, communications department, with headquarters at Winnipeg.

Born at Toronto, Mr. Pirie joined the CNT at Peterbor-



T. G. Van Dyke



C. A. Wood



H. G. Wortman

ough, Ont., as a messenger in 1928. He advanced through various positions in the eastern region before moving to NCS at Whitehorse as inspector in 1945. He served in the RCAF from 1942 to 1945 and was appointed assistant plant supervisor at Winnipeg in 1949.

A. R. RODDA has been appointed mechanical instructor for the western region, with headquarters at Winnipeg.

Born at Wynyard, Sask., Mr. Rodda joined the CNR as a locomotive fireman at Regina in 1945 and served in this capacity at Dauphin, Melville, Brandon and The Pas. In 1953, he was promoted to locomotive engineer at The Pas and, later that year, was transferred to Transcona.

E. B. TAYLOR has been appointed assistant district plant supervisor, inside, communications department, with headquarters at Winnipeg.

Born at Toronto, Mr. Taylor joined the CNR there in 1950 as a junior engineer. He held various positions in the eastern region before coming to Winnipeg in 1951 as installation inspector. He served with the RCAF from 1940 to 1945.

D. N. THOMSON has been appointed local freight agent at Saskatoon.

Mr. Thomson, born at Morse, Sask., joined the CNR in 1930 as an operator at Atwater, Sask. He served as agent and operator at various points on the Saskatchewan district until 1951 when he was promoted to district supervisor of stations with headquarters at Saskatoon. He was appointed transportation inspector at Saskatoon in 1953.

R. H. TIVY has been appointed assistant superintendent of the New Glasgow division.

Mr. Tivy, who has been regional transportation engineer at Moncton, is a native of Rivers, Man. After graduation from the University of Manitoba with a B.Sc. degree in 1943, he enlisted in the R.C.N.V.R. and following two years' service at Sydney and Halifax served as a lieutenant

on the H.M.C.S. "Algonquin".

He joined the Canadian National as assistant engineer in the research and development department at Montreal in 1953 and later became assistant research engineer. He was appointed regional transportation engineer at Moncton in 1955.

He is a member of the Engineering Institute of Canada and the Canadian Railway Club.

T. G. VAN DYKE has been named manager of the Newfoundland Hotel at St. John's.

Mr. Van Dyke was born in Holland and his first position with a CNR hotel was at Jasper Park Lodge in 1940. In the same year he moved to the Macdonald Hotel, Edmonton, and has held various positions there. He was room clerk in 1951 when he transferred to the Chateau Laurier as assistant manager. In that capacity he returned to the Macdonald a year later and was made senior assistant manager in 1953.

C. A. WOOD has been appointed general freight agent (rates) for the western region, with headquarters at Winnipeg.

Mr. Wood was born in Salford, England, and joined the CNR at Winnipeg in 1927 as a call boy in the operating department. After working as a checker, he transferred to the freight traffic department in 1929 as a stenographer and later advanced to secretary. He then became a tariff clerk and senior divisions clerk before being promoted to chief of tariff bureau in 1951. He was appointed assistant general freight agent (rates) in 1953.

H. G. WORTMAN has been appointed assistant general freight agent, (rates) at Winnipeg.

Mr. Wortman is a native of Winnipeg and joined the CNR in 1925 as a junior clerk in the passenger department at Vancouver. He transferred to the foreign freight department the following year and served as stenographer, clerk and rate clerk before returning to Winnipeg in 1951 as assistant chief clerk in the general freight office. He advanced to chief clerk in 1954.

meeting, R. B. Graham, assistant general manager, said that personal awards will be made by the regional heads of the department, H. H. Hicks, general superintendent of motive power and car equipment, and W. E. Danter, assistant general superintendent of car equipment.

Mr. Hicks is sponsoring an award which will be emblematic of the best safety performance among motive power workers in the main shops or at line points, while Mr. Danter's trophy will be given for the best record in the main shops or repair tracks of the car department. Both will be in the form of shields.

Explaining the reasons for the awards, Mr. Hicks said that the results of safety competitions at present are based on performance throughout the region, and the records of individual shops, roundhouse, and repair track crews are absorbed in the overall tabulation. In future the employees of each section of the department will be able to compete for their own, separate trophies.

EXPRESS TRUCKS IN CIVIL DEFENCE TESTS

Canadian National Express delivery trucks were used by civil defence officials in tests conducted at Ottawa during March.

Four stretchers were installed in each truck body, each stretcher carrying a person of average weight, and the trucks were driven over rough roads and at highway speeds to test the strength and comfort of the stretchers.

In wartime, such trucks would be needed, as ambulances could not handle the demand, and the CN express trucks used for the experiment are of a type used by many firms, with whole fleets of them available.



Battle Creek Enquirer and News photo
HALF A CENTURY — Conductor Glenn Marks, (center), half a century with the GTW. With him are Bruce L. Miller, trainmaster (left) and A. G. Thernstrom, superintendent, Chicago division.

50 GLORIOUS YEARS

The 50th year of railroad- ing with the Grand Trunk Western by Conductor Glenn W. Marks was recognized in congratulatory ceremonies in Battle Creek.

A. G. Thernstrom, superintendent of the Chicago division, presented Conductor Marks with a 50-year service pass, and good wishes were extended by Bruce L. Miller, trainmaster. Messages of thanks for his long and efficient service were sent by the President, Donald Gordon, as well as other company officers. Following the presentation, Conductor Marks left to catch a train to Port Huron for his regular run on the LaSalle to Chicago.

ATTENDANCE RECORD

If they gave out gold stars for regular attendance at union-management co-operative meetings, Vic Bowlby, of Moncton, would have a whole constellation coming to him.

Vic, who is chairman of the Atlantic Region Sheet Metal Workers, has attended 30 out of the last 31 co-operative meetings. That gives him an attendance batting average of .967, about as close to perfect as you can get.



CIVIL DEFENCE officials check tests made with CN Express trucks at Ottawa. Major-General G. S. Hatton, deputy co-ordinator of civil defence, (on truck) talks with Dr. Gordon Fryer, (left) medical consultant; Paul Fox, chief CD transportation officer, (former CNR chief of transportation); and W. F. McDermott, assistant CD transport officer.

Around the DEPARTMENTS

NEW SAFETY AWARDS ANNOUNCED

Special yearly awards for the best safety records in the motive power and car equipment department of the Atlantic region have been an-

nounced. The trophies will be competed for by employees of the department throughout the region, including those in Newfoundland.

Making the formal announcement at a CNR union-management co-operative



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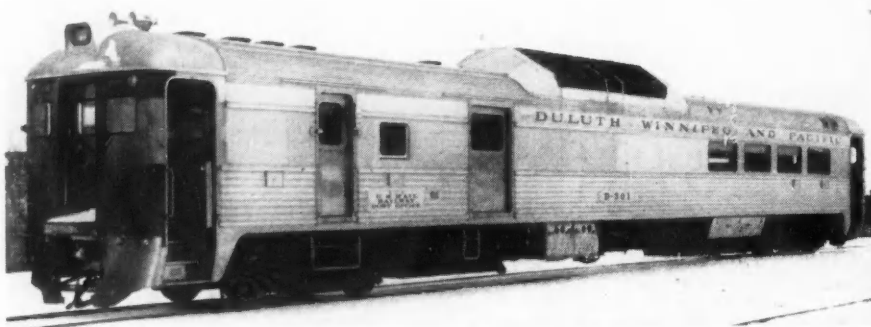
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LIMITED

L • MONCTON



DWP RAILINER inaugurated speeded-up service between Duluth and Port Frances on April 7. Replacing steam trains Nos. 19 and 20, the new unit cuts an hour from the old schedule. Leaving Duluth daily except Sunday at 8 PM, it arrives at Port Frances at 12.30 AM. Returning, it leaves Port Frances at 8 AM daily except Monday, arriving at Duluth at 12.30 PM. It handles 33 passengers, baggage, mail and express.

M.P. AND CAR CO-OP MEET AT MONCTON

Congratulating the company's employees on their contribution to a most successful year of business, R. G. Hayes, vice-president and general manager of the Atlantic region, told a union-management co-operative meeting at Moncton that 1956 had been a banner year for the region, with profitable operations despite steadily increasing costs.

Mr. Hayes was addressing the 31st annual meeting of the motive power and car equipment union-management co-operative committee.

H. H. Hicks, general superintendent, M.P. & C.E., was chairman of the co-op meeting, and the senior union representative was R. J. McLellan, president of the federated trades unions. Speakers included W. H. Boulay, superintendent of motive power and car equipment, W. E. Danter, assistant general superintendent of car equipment, and A. A. Chisholm, supervisor of safety and fire protection.

Others attending were A. LeBlanc, general chairman, carmen; J. Miller, regional diesel supervisor; D. Foster, mechanical engineer; P. F. Padberg, general storekeeper; Earl Killam, general chairman, pipefitters; R. A. Wortman, general chairman, moulders; J. E. Richard, assistant superintendent of car equipment; Whimsby Walker, general superintendent of shops; Lorne Walker, general agent; W. H. MacKenzie, division freight agent; J. Falls, general chairman, blacksmiths; H. W. Stoyles, assistant chief clerk; H. Belyea, representing V. E. Bowlby, general chairman, sheet metal workers; and D. Phalen, secretary.

HAMS ACROSS THE SEA LEARN ABOUT CANADA

When it comes to promoting the Atlantic provinces as the ideal vacation choice,

radio "ham" operator Frank James of Lower Coverdale, N.B., functions as a one-man tourist bureau.

Frank, a Morse operator with Canadian National Telegraphs in Moncton, has been on the air with amateur station VE1GS since 1933, and for 25 years has been extolling the summer glories of Canada's east coast to interested "hams" across the world.

Most of his enquiries come from friends south of the border, and his latest was from a radio fan in Philadelphia, who wants to come to the Maritimes this summer with a party of friends. How would they get there? Where would they stay? What is the fishing like?

This was right up Frank's alley, and he assured the Philadelphian that he and his friends would be making no mistake by picking that part of the country, but he didn't leave his missionary work at that. As further enticement, he mailed a batch of tourist literature including, of course, a good selec-

tion of CNR material, to make sure the American got all necessary information about the four Atlantic provinces.

MOVING THE MENAGERIE

Another species was added to the CN Express list of animals handled, which already looks like a residential directory of a zoo, when three polar bear cubs were moved in an express car from Churchill, Man.

They were met at Winnipeg by Gerald DeBary, curator of the Hoyle Zoological Gardens at Salt Lake City, which is to be their new home, far from the Arctic wastes of Southampton Island, where they were captured.

THE LAVOIES LIKE RAILROADING, TOO

In our March issue, we ran a story about CNR pensioner W. M. Thomson and his five sons who work for the railroad. We also asked our readers if any of them could top the Thomson total.

J. P. Belanger, despatcher at Levis, Que., has been quick to take up the challenge, and has written to tell us about the railroading Lavoies, there being no less than seven members of this sturdy Quebec family helping to run the CNR.

J. Henri Lavoie, father of the house, is agent at Ste. Anne de la Pocatiere, and five of his sons are operating department men. Robert is agent at Monk; Raymond is yardman and relieving yard foreman and yardmaster at Montreal; Paul is agent at Holliday; Benoit is shop foreman at Monk and Yvon is relieving agent and despatcher at Levis.

Mr. Lavoie, senior, has a brother, Arthur, who is agent at Manseau.



Kamloops Sentinel photo.

LUCKY NAME — Ed Dowhaniuk, Kamloops engine man, with daughter Andrea Mary and CN telegram telling him that he has won an estimated \$1,200 in Irish Sweepstakes. Andrea's name was used as pseudonym on the ticket.

DINNER MARKS CURLING WINDUP

Champions and runners up in the Winnipeg Depot Curling League were presented with trophies at the league's annual dinner which marked the close of the 1956-57 season. More than 70 members and guests attended. Trophies were presented by Bill Thomas, president of the league.

Members of the champion rink were B. Vanderwater, skip; Bob Noyes; Lorraine Goodman and Dolores Sylvester, all of the regional auditor's department. On the runner-up team were Dr. M. Shneider, skip; Dennis Jablonski; Jeannette Chisholm and Isobel McKenzie.

BACK ASHORE

H. Reid Parker of St. Albans, Vt., has resumed his duties in the Central Vermont Railway accounting department after serving a four-year enlistment in the U.S. Navy.



HEADED FOR BRITAIN are horses and riders of the famed "Musical Ride" of the Royal Canadian Mounted Police. The horses travelled in specially-prepared CN Express cars from Ottawa to ship-side at Saint John. Constable H. W. D. Borg is shown with two performers, "Ward" and "Spark".

CNT COMPLETING TELEVISION NETWORK

Across the peaks of Newfoundland's rugged hills, CN Telegraphs technicians are working on the last link of the Canadian Broadcasting Corporation's trans-Canada television hook-up.

Towers up to 220 feet high, topped with aluminum reflector discs, will bridge the gap between Sydney, N.S., and St. John's, completing the CBC's network from Victoria, B.C. to Newfoundland. Stations at Cape North, on the tip of Cape Breton Island, and Red Rocks in Newfoundland, will span the 69 miles of Cabot Strait.

Along with the television channel, the microwave will initially carry 60 voice channels for CNT. These will be increased as necessary to a maximum of 120 voice channels. Each voice channel can be used to carry 18 telegraph circuits.

For the past year erection crews have toiled over Newfoundland's hills setting up temporary masts and test shacks to measure the route of the new system. Results of these tests enabled the technicians to locate station sites and establish the height of towers which are necessary to transmit the straight microwave beam over long distances without interference from natural obstacles.

Establishment of the microwave system dates back to late in 1955 when CNT decided on a program of major expansion. The company was awarded the contract to provide television service in March, 1956, but work already had started on a microwave system route. A survey and tests followed.

The planners found they had to consider not only high natural elevation for station sites, but their accessibility for construction forces and eventually maintenance men, also the availability of commercial power for operation.

Where the microwave crosses Cabot Strait, a 200-foot tower will be located 1400 feet above sea level at Cape North. At Red Rocks the tower will also reach 200 feet, and the site is 650 feet above sea level. With these elevations a line-of-sight path is obtained.

The two towers will each support two sets of antennas, spaced vertically apart so that if the signal increases or decreases on one set of antennas the opposite effect will be obtained on the other set. Special devices will combine these two signals to produce a relatively constant signal and thus overcome the fading which is characteristic of long over-water paths.

Each station receives a signal of about a millionth of a watt, and re-transmits the signal at five watts. This is from five to ten times greater than the power normally used in equipment of this type, and will result in greater reliability of service.

The stations will transmit their signals simultaneously over two radio beams, using two entirely separate sets of radio equipment. If the signal fails for any reason on one beam it will continue to operate without interruption on the other beam.

Auxiliary diesel generator sets at the stations will cut in automatically in the event of power system failures. Three generator sets will share the service in remote locations where no commercial power is available.

Travelling maintainers will make routine visits to the stations, each of which will have remote control and alarm equipment. The alarm will sound at maintenance headquarters in the event of any change from normal operation at a station, and technicians will be alerted if necessary. The diesel generators at isolated stations will also be under remote control.

"These installations will enable us to serve Newfoundland's communications requirements well into the future," said John R. White, CNT general manager. "The television service is expected to be available next year, and general communications shortly after."

J. C. BURNS HEADS AGENTS ASSOCIATION

J. C. Burns, division freight agent for the Canadian National Railways at Portland, Me., has been elected first president of the newly-formed Railroad General Agents Association of Maine.

EXPRESS POW-WOW AT WINNIPEG

A wide range of topics covering express traffic operations came under discussion at Winnipeg during the annual staff meeting of the western division of the express department.

The two-day meeting held at the Fort Garry Hotel under the chairmanship of D. MacKay, superintendent, Winnipeg, brought together some 40 express officials from various parts of Western Canada as well as from Toronto, Montreal and Northwestern Ontario.

The delegates were welcomed to Winnipeg by I. Lucas, general superintendent, Manitoba district. R. A. Gordon, assistant general manager, express, Montreal, reviewed the system operations of the department.



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SKATING CHAMPS — Jack and Florence Morgan, best ice waltzers in Western figure skating.

SKATING TITLE TO CNR MAN AND WIFE

Florence and Jack Morgan have won the waltz championship in the Western Canada Figure Skating meet at Calgary.

Jack is interchange clerk at the Vancouver Harbor yard, and started skating six years ago, at the age of 31.

He and his wife, members of Vancouver's Kerrisdale Figure Skating Club, have many honors to their credit. They placed third earlier in the year while competing in the junior dance championship at the Canadian Figure Skating trials at Winnipeg, and while at Calgary for the western competition, placed second in the silver dance.

Florence and Jack are now accredited judges for figure skating, and hope to go on to bigger and better triumphs in the Canadian figure skating field.



SPIKED WITH GOLD — For outstanding achievement as 1956 chairman of the Detroit Community Committee, V. C. Palmer, (right) assistant to vice president and general manager, GTW, is presented with a gold railroad spike by D. E. Smucker, president, Detroit, Toledo and Ironton RR.

C. F. LEARY ON EXCHANGE EXECUTIVE

C. F. Leary, travelling freight agent at Boston, has been elected secretary of the Boston Grain and Flour Exchange.

FIRST AID AWARDS AND ACTIVITIES

Edmundston

Twenty employees of the Edmundston, N.B., division have been presented with St. John Ambulance first aid certificates by Divisional Superintendent R. A. Clarke. They are graduates of first aid courses conducted by R. E. Cunningham, regional supervisor of first aid.

Certificates were awarded to R. J. Collin, J. F. Beaulieu, A. Rousseau, P. Albert, Y. J. F. Sirois, F. C. Estabrooks, R. Bosse, A. Gervais, A. J. Roy, A. L. Fournier, J. L. Fournier, A. Ouellet, G. C. Clavette, L. Lavoie, T. A. B. MacElmon, (assistant superintendent), L. J. LaJoie. Vouchers went to R. A. Duncan and T. R. MacPhee, a medallion to J. E. LeBlanc, and a label to F. Shannon.

Fredericton

South Devon

St. John Ambulance first aid awards have been presented to employees at Fredericton and South Devon, N.B. Certificates went to W. E. Bishop, L. F. Brown, R. S. Kitchen, Oliver Lewis, G. L. Scott, and E. F. Watson; vouchers to Walter Allen, F. A. Hughes, L. A. Morin; medallions to W. A. Long and Roy MacDonald; and a label to F. M. Barry.

Vancouver

Nine first aid awards were given at Vancouver to employees completing various stages of first aid training. The awards were presented by Assistant Terminal Superintendent R. Winterton.

Certificates went to H. B. Falk, Erhard Ratzlaff, Michael Zaholuk, Harry Kruk, Roy Koshill, N. H. Bayly and D. F. Newcombe. A voucher was given to Miss K. M. McDonald and a label to J. F. Bugyinka.

Battle Creek

A number of employees of the motive power shops at Battle Creek have received awards for proficiency in first aid work.

The presentations were made by W. Leys, shops superintendent, to Instructor Thomas Steele, A. Mitchell, C. Yaudes, J. Kewley, J. Ma-

cey, R. Stinson, G. Medich, G. Lake and M. Keesler.

Moncton

Awards for proficiency in St. John Ambulance first aid training have been presented to 23 employees of the Moncton terminals. Represented were workers from the car, freight, and investigation departments of the company.

Certificates for one year's training were presented by R. B. Graham, assistant general manager of the Atlantic region; vouchers for two years were presented by H. C. Gunn, division superintendent; medallions for three years and labels for four or more years by Dr. R. J. Brown, regional medical officer. Instruction of the class was directed by R. E. Cunningham, regional first aid supervisor.

A special award for ten years of training was listed for John A. Hopey of the car department, and it will be presented at a later date, since Mr. Hopey was absent because of illness.

Receiving certificates were B. J. Bourgeois, C. J. Cormier, E. J. Daigle, C. R. Harmer, J. P. Leger, L. U. Lund, J. L. Melanson, H. E. Randall, L. G. Wilks. Vouchers went to J. I. Lutes, L. E. Savage, and I. S. Wilson; medallions to R. A. Lloyd and I. E. Steeves; and labels to J. P. Arsenault, V. E. Blakney, Vincent Bulmer, J. A. C. Cormier, E. W. Elliott, A. J. LeBlanc and W. J. White.

Edmonton

A number of first aid awards have been presented to employees in the Edmonton coach yard by F. C. Fraser, district car foreman.

Certificates were presented to William Romanyszyn; J. J. Jaskowich; E. F. Stoehr; Eckehard Goerz; and D. M. Hughes.

Medallions were presented to V. R. Warman and S. W. Latch, and a first label was presented to H. B. Roughley.

Bridgewater

Chester

Twenty-seven employees at Bridgewater and Chester have

been presented with St. John Ambulance Association first aid awards. The instruction was carried out by R. E. Cunningham of Moncton, Atlantic regional supervisor of first aid.

Labels for four or more years training in first aid were given to R. G. Conrad, E. L. Manthorne, L. H. Selig, and F. R. Weagle, all of Bridgewater.

Medallions for three years work went to C. L. Veinot of Bridgewater, and R. W. Rafuse and D. V. Schofield of Chester.

Vouchers for two years study were presented to A. C. Hebb, H. S. Joudry, M. B. Schrader and L. W. Silver of Bridgewater, and P. R. Swinimer and B. S. Coolen of Chester.

Certificates for successful completion of a one-year course were awarded to P. D. Barrett, N. E. Fraser, L. E. Oickle, O. F. Sarty and C. P. Saunders, of Bridgewater, and P. B. Adams, K. L. Carver, F. A. Conrad, H. C. Dorey, A. W. Frank, D. E. Mailman, W. L. Rhyno, G. V. Veinot and A. V. Schofield of Chester.

Halifax

Eleven employees have received St. John Ambulance Association first aid awards at a presentation in the Nova Scotian Hotel at Halifax.

The first aid training classes were conducted during the past year by R. E. Cunningham, regional supervisor of first aid. J. G. Davis, assistant superintendent of the Halifax division, presented the awards.

Labels for four or more years of first aid training were presented to M. W. Cooper, F. C. Nauffts, F. W. Sullivan and G. H. Williams, and medallions for three years of study to J. A. Mitchell, G. P. Robinson and L. A. St. John.

Two-year vouchers were given to E. G. Carlton, J. H. Cormie, E. A. Dillman and R. D. Walker, and one-year certificates to E. V. Dean, N. M. Genik, H. D. MacInnis, J. R. McLeod, F. W. Nicoll, E. K. Nowen, K. E. Stoddart and R. A. Wambolt.

SUPERINTENDENTS MEET AT EDMONTON

A four-day meeting of western region divisional superintendents, held at Edmonton, was addressed by Dr. O. M. Solandt, assistant vice president, research and development, who gave a comprehensive talk on the purpose and functions of his department.

Regional officers, headed by J. R. McMillan, vice president, Winnipeg, also took part in the discussions.

CNT STAFFERS TO VANCOUVER

A move to improve the administrative efficiency of the Canadian National Telegraphs on the Alberta-British Columbia district involved

the transfer of 30 employees from Edmonton to Vancouver on April 1.

There will be no change in CNT's operational setup in Edmonton, with W. E. Simmons remaining as manager of the office.

C. A. Radford, superintendent, will have his new headquarters at 1089 West Broadway, Vancouver, effective with this change.

BIG CONVERSION JOB AT PORT MANN

Construction is under way at Canadian National car shop at Port Mann, B.C., on the conversion to outfit cars of 76 units of older-type rolling stock. The job is scheduled for completion by the end of the year.

Last year, the CNR car plant converted 74 units. Seventy men are employed on the project — largest undertaken by the Port Mann shop. Each of the work cars will measure 36 ft. long, nine ft. wide and eight ft. high.

The program consists of the conversion to 28 eight-man bunk cars; 10 cook-foreman sleepers; eight wash and generator cars; six ditcher engineer cars; four cook cars; four diners; four engineman's bunk cars; three engineer-office-bunk cars; three meat-office-supply cars; two foreman's bunk-tool-work cars; two cook-diner-bunk cars; one bunk and work car; and one dining and storage car.

Car exteriors will be painted box-car red with pale green for the interiors. They will be completely insulated. The personnel cars will be equipped with oil heaters, heavy-duty linoleum flooring, built-in bunks, clothes lockers and elliptic springs. All cars will be electrically lighted. The kitchen and cook cars will be equipped with oil cookstoves and stainless steel, two-compartment sinks.

The conversion work is being done in assembly line fashion, using eight stages, each capable of handling two cars at one time. The work at the shop, which has been completely turned over to the project, calls for the talents of carpenters, sheet metal workers, electricians, painters, pipe fitters, welders, steel men, wood machinists, blacksmith, and carmen apprentices.

EXPRESS SAFETY AWARD TO MONTREAL DIVISION

For the fourth successive year, the Montreal division has won the plaque for the best safety record of any express department division.

Presentation of the award was made by T. H. Martin, general manager, CN Express, to D. E. Major, superintendent of the Montreal division.

Also on hand for the presentation were R. Aitken, general superintendent, Montreal; H. H. Whiteman, terminal agent, Montreal; W. Carley, who acts as vice chairman of personal injury prevention and other safety measures; and Lucien Jamieson, senior first aid representative.

OTTAWA DRIVER PLAYS IT SAFE

"Red" Cassidy, motorman with the express department at Ottawa, has a driving record any chauffeur would be proud to possess. He has driven company vehicles for 15 years without an accident of any type. His fine record brought congratulations from Harold Russell, general agent of the express department, and also selection to represent the company at the first banquet of the newly formed Ottawa Area Safety Council. It was a happy occasion for Red in another respect — he won the door prize at the banquet.

D. HEALY HEADS WINNIPEG ROTARY

Denis Healey, regional treasurer of Canadian National Railways, has been elected president of the Rotary Club of Winnipeg for the 1957-58 season.

A perfect attendance member since joining the club in 1951, Mr. Healey has served on various committees and is a former director and editor of Rotary Whizz.

SPELCHUK RINK WINS ATIKOKAN CURLING

First-prize cup-winner at the CNR employees' curling bonspiel at Atikokan, Ont., was Nick Spelchuk's rink. With Tom Stewart, Maurice Oliver and Harry Hill, Mr. Spelchuk defeated Milt Hirst, Gord McLeod, Gord Miniely and Mike Stus.

A consolation event was won by Bill Hrychuk, Al Sutherland, W. Alcorn and F. Sauche.

The bonspiel was the first of a planned annual series.



TWICE IN A ROW — F. A. Gaffney, vice president and general manager of the GTW, holds up two fingers to signify the second successive year that Detroit Terminals have won the GTW safety award. From left, V. C. Palmer, assistant to Mr. Gaffney; L. B. Freeman, general freight traffic manager; Mr. Gaffney; H. A. Sanders, general sup't. of transportation; W. A. Eddy, sup't. of terminals; O. W. Smith, supervisor of safety.

TRANSCONA STORES CHAMPS 'PEG BOWLING

With a 3-game total pin-fall of 3416, the Transcona Stores bowling team has won the Donald Gordon Trophy emblematic of the championship of the CNR's Winnipeg Employees and Families Five Pin Tournament. Members of the team were John Chelly, captain; Jim Buntain; Cal McLean; John Turek and Pete Simister.

Wilfred Walker won the high single with a 3-game total pin-fall of 785. The Johnson Trophy for the high double event went to Mrs. Edna Knight and Benjamin Gibson, who had a 3-game total pin-fall of 1580.

More than 170 bowlers competed in this year's tournament.

LONG LOST UNCLE TURNS UP IN WINNIPEG

If you were to say, "It's a small world, isn't it, Joe?" to Joseph Szucks, who works in our station at Winnipeg, he would answer, "It sure is, Mister. And I got proof."

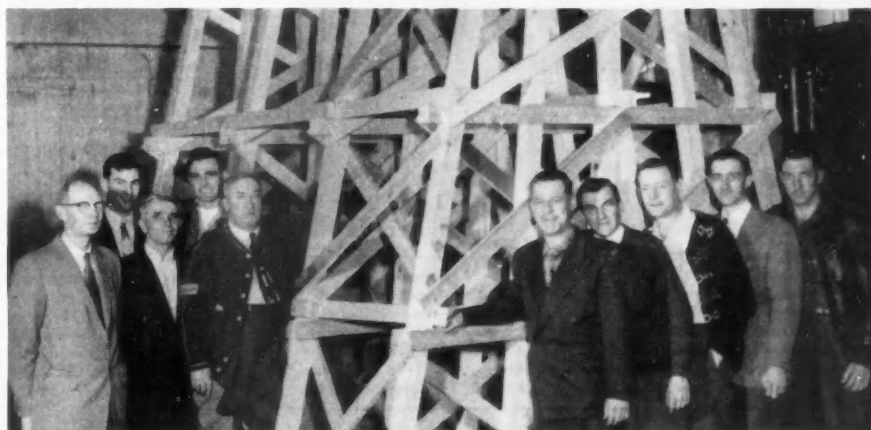
Joe, who came to Canada from Hungary 29 years ago, was asked to act as interpreter for a Hungarian refugee, fresh off the Continental at Winnipeg.

After a few cordial exchanges in the mother tongue, Joe was flabbergasted to discover that he was talking to his nephew, whom he had not seen since he was three years old. The nephew, Bela Csabai, was en route to Vancouver, but decided to stay in Winnipeg where his new-found uncle could help him get started.

DIPLOMA AWARDED TO F. W. GOURLEY

F. W. Gourley, assistant chief clerk to the freight traffic manager at Moncton, has been awarded a diploma in traffic and transportation by LaSalle Extension University in Chicago. He completed the course in his spare time.

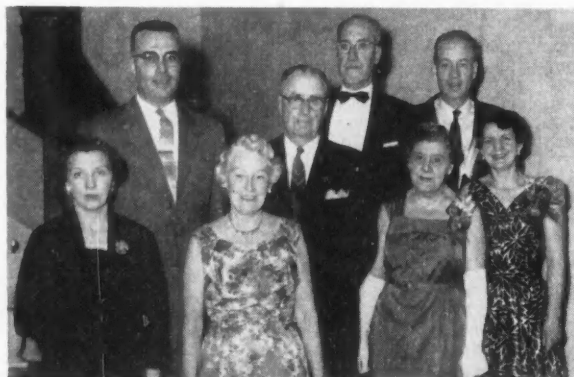
Mr. Gourley graduated from Moncton High School in 1935, and has been with the traffic department since 1937.



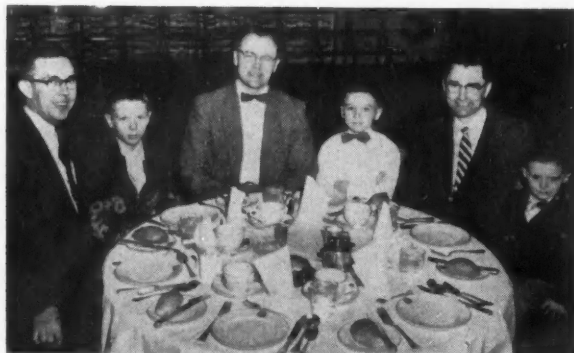
WESTERN REGION bridge and building foremen taking a special training course at Winnipeg under the joint sponsorship of the railway and the B.M.W.E. are seen above with a scale model of a two-storey trestle. They built the model while taking instruction in various framing techniques. Left to right on far left are E. Hedberg, B&B master, Portage-Brandon division, instructor J. Leblanc, Winnipeg; H. Yohemas, Edson; G. Youngman, Calgary; and T. Wilson, Regina. Far right, left to right are C. Echles, Winnipeg Terminals; S. Pryhyski, Saskatoon; J. Wilcox, Vancouver Terminals; S. Makarowski, Edmonton and J. Shalapata, Kamloops.



MOTIVE POWER MILESTONE — When the 1,000th diesel-electric locomotive produced at the General Motors Diesel plant at London, Ont., was turned over to the Canadian National, Vice President S. F. Dingle was on hand to accept the 1,750 h.p. passenger unit on behalf of the railway. Watching Mr. Dingle reach for the whistle cord is E. V. Rippingille, Jr., president and general manager of General Motors Diesel, Limited.



ANNUAL BALL of the CNR Police Benevolent Association at Winnipeg in the Fort Garry hotel, attracted more than 500. From left: G. S. Blow, acting chief constable, City of Winnipeg, Mrs. Blow; Alderman David Mulligan, Mrs. Mulligan; W. Bissonnette, CNR superintendent of investigation, Mrs. Bissonnette; J. L. Voss, Association president, Mrs. Voss.



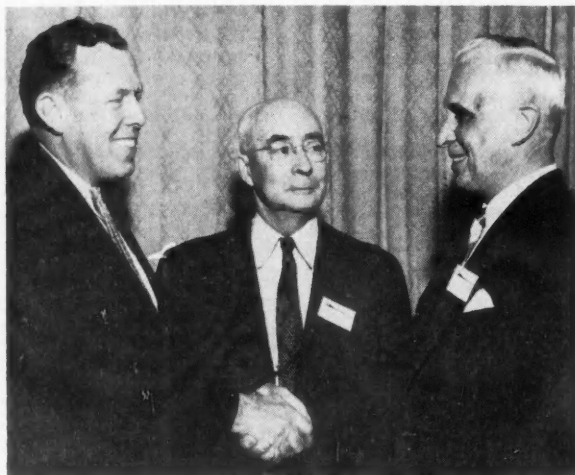
FATHER-SON NIGHT — Attended by 80 persons, the first father and son banquet sponsored by the CNR Supervisors' Club of Edmonton was held at the Macdonald Hotel. Above from left: Harold Jones, passenger sales representative and son Vernon; Ken Lafts, first vice-president of the club and supervisor, employment office with son Norman; and Fred Wildy, club secretary and chief clerk in the passenger department with his son Kenneth. A feature was the showing of films of the 1956 Grey Cup game, preceded by a short talk by Bob Kimoff, Edmonton fullback.

MARRIAGE PRESENTATION

A presentation was made recently to Miss Merne Anderson, stenographer in the motive power and car equipment office, Vancouver, on

the occasion of her marriage.

Jimmy Wildy, chief clerk, presented her with a table lamp and twin bedroom lamps on behalf of staff members and district officers.



Niagara Falls Evening Review photo

CIVIC WELCOME was extended to delegates at the passenger sales meeting at Niagara Falls. From left: Alderman George Mowers; C. D. Phelps, agent at Niagara Falls; M. E. Doke, passenger traffic manager.

SALES MEET AT NIAGARA FALLS

A three-day sales conference was held last month at Niagara Falls for seventy passenger traffic representatives of the central region. The chairman was M. E. Doke, passenger traffic manager.

Continuity on the theme, "Application of Salesmanship to Passenger Rail Traffic Promotion", was conducted by Allan Griffin, passenger traffic agent, Toronto, and George Edwards, passenger traffic agent, Montreal.

Following a civic welcome at the opening by Alderman George Mowers of Niagara Falls, system and regional advertising and public relations programmes were outlined by A. L. Sauviat, assistant director of public relations, Montreal.

Guest speakers at the conference were C. W. Wright, sales authority of Toronto, on the subject "Sales Methods and Techniques"; C. A. Burton, of Oakville, on "The U and I in Business"; W. R. Campbell, of Trans-Canada Air Lines on "CNR-TCA Cooperation"; J. Parnell, Ontario Manager of Cunard Steamships, and H. J. McIntyre, superintendent of Road Transport.

Robert Simmons, manager of passenger sales, Montreal, presented a commentary at the conclusion of each session.

En route to the conference the delegates detoured at St. Catharines and toured the Niagara Peninsula in Canadian National Road Transport buses.

FREIGHT TRAFFIC APPOINTMENTS

Three new appointments in the freight traffic department, western region, have been announced.

John J. Coppinger, formerly export and import representative, foreign freight department, Vancouver, has been appointed chief clerk to the freight traffic manager, Winnipeg.

P. A. Tod, freight traffic representative, division freight office, Vancouver, will succeed Mr. Coppinger, and Alfred Shreeve, rate clerk, general freight department, Vancouver, has been promoted to freight traffic representative, division freight office, in that city.

WAR VETERANS

The CNR War Veterans' Association, Newfoundland Branch, has named the following executive: James A. Ryall, president; James Laing, vice president; Joseph Moore, vice president; Stan Hoskins, secretary; Michael F. Bell, liaison officer and treasurer; James A. Gibbs, legal advisor, and Ron G. Goodridge, committee chairman.

The formation of a new branch at Campbellton, N.B., has been announced at Dominion headquarters in Montreal.

O. R. Cole has been named president of the new unit, and has invited all war veterans in and around Campbellton, who are CNR employees or pensioners, to become members.

The Rev. Norman Rawson, honorary Dominion chaplain, (Protestant) and minister of St. James United Church in Montreal, has invited members of the Toronto and Montreal branches to attend the Association's annual church service.

The service will be held in the church mentioned at 11 a.m. on Sunday, May 19.

This month's ROLL of HONOR

The following Veteran Railroaders have retired on pension

NAME	OCCUPATION	LOCATION	YEARS SERVICE	NAME	OCCUPATION	LOCATION	YEARS SERVICE
Adlam, W. T.	Agent-Operator	Ridgeville	22	Labrie, J. P. V.	Brakeman	Levis Division	35
Agnew, F. W.	Sectionman	North Branch	35	Lacroix, J. O. D.	E.G. Foreman	Cochrane	31
Anderson, W. C.	Clerk	Winnipeg	36	Lafreniere, J. V. E.	Brakeman	Montreal	43
Andison, W. H.	Storekeeper	Oshawa	31	Langridge, H.	Helper	Belleville	45
Arnold, C. S. C.	Terminal Agent	Vancouver	43	Lamarre, J. N. O.	Machinist	Montreal	30
Auger, G.	Sectionman	Val Brilliant	37	Larocque, F.	Car Inspector	Sarnia	29
Baird, W.	Buyer	Moncton	34	Lavoie, J. E.	Locomotive Engineer	Joffre	36
Bashaw, G. N.	Engine Watchman	Fort Covington	37	Lawlor, M. H. F.	Senior Buyer	Montreal	30
Bayne, W. A.	Chief Clerk	Montreal	50	Lawlor, Miss N. D.	Automatic Oper.	Quebec	42
Bean, A. F.	Locomotive Engineer	Inland Pond	37	Lee, J. A.	Stores Issuer	Edmundston	37
Belanger, J. E. A.	Locomotive Engineer	Riviere du Loup	36	Legere, J. W.	Sectionman	Carleton Place	36
Belnavis, G. T.	B.C. Cook	Toronto	37	Leigh, W. G.	Conductor	Nor. Ont. Dist.	38
Best, S.	Stockkeeper	St. John's	46	Lemieux, J. L. S.	Section Foreman	Sayabec	36
Bird, S. G.	Issuer	Toronto	33	Livsey, N.	L.H. Wood Machinist	Port Mann	24
Blake, C. W.	Asst. Foreman	Sarnia	43	Lockhead, L. J.	Yard Helper	Montreal	38
Boale, H.	Gen. Agent	Vancouver	44	Long, J.	Locomotive Engineer	Stratford	43
Bolton, E.	Locomotive Engineer	Brookville	44	MacLellan, D. A.	Conductor	Hornepayne	37
Brandon, J. F.	Agent Operator	Emmett	44	Mailoux, J. A.	Boilermaker	Kamsack	43
Burns, T. H.	Sectionman	Trenton	41	Marsden, E. B.	Boilermaker Helper	Moncton	40
Burney, F. J.	Pipetfitter	Port Mann	25	Masikewich, G.	Conductor	Saskatoon Div.	41
Byke, M.	Sectionman	Fort Fraser	29	McAllister, J. W.	Section Foreman	Edward	35
Caron, J. A. W.	Labourer	Limoulu	27	McDonald, H. D.	Gen. Yd. Master	Detroit	41
Carsons, J.	Machinist Helper	Fort Rouge	31	McDonald, J. C.	Sectionman	Riversdale	45
Charron, E. D. J.	Checker	Ottawa	31	McDonald, J. C.	Freight Checker	Charlottetown	41
Chisholm, W. H.	Locomotive Fireman	Shellarton	24	McKinnon, D. H.	Locomotive Engineer	Cochrane	41
Christoff, Mrs. N.	Conductor	Saint John	36	McLver, A.	Signal Maintainer	Winnipeg	26
Clarke, H. O.	Carman	Regina	41	McNulty, W. L.	Checker-Loader	Ottawa	25
Clarke, W. J.	Machinist Helper	Stratford	33	Mercier, F. X.	Rel. Section Foreman	Levis Division	37
Cochrane, J. T.	Machinist	Moncton	41	Moisan, J. P. L.	Foreman	St. Lawrence Div.	36
Colbert, Miss B. F.	Cashier	Edmonton	39	Molisek, S.	Sectionman	Sarnia Tunnel	29
Colborne, R. S.	Locomotive Engineer	Sioux Lookout	44	Montreuil, O.	Coach Cleaner	Ottawa	38
Collins, A.	Sectionman	St. Laurent	28	Murphy, Mrs. M. E.	Matron	Edmonton	13
Cornelius, W. G.	Conductor	St. Catharines	29	Neller, W.	Carman Helper	Montreal	37
Corrigan, R. H.	Conductor	Port Arthur	32	Nilsson, K. G.	B. & B. Master	Calgary	40
Cunningham, J. H.	Claims Agent	Montreal	33	Nobert, J. E. A.	Asst. Superintendent	Montreal	45
Currie, J. F.	Conductor	Owen Sound	45	Olson, G. R.	Section Foreman	Onaping	35
Dacout, J. E. R.	Freight Carman	Montreal	43	Ouellet, E.	Cooper	Montreal	41
Darragh, W.	Checker	Winnipeg	36	Ouellet, J. F. X. T.	Locomotive Foreman	Monk	37
Davies, G.	Electrician	Toronto	43	Paice, O. R.	L. H. Carman	Montreal	37
Dewar, W.	Chief Traffic Supr.	Toronto	29	Palahuk, I.	Section Foreman	Clover Bar	37
DeWase, W. E.	Checker	Moncton	33	Paradis, J. J. B.	Asst. Foreman	Levis	35
Dinamore, C.	Coach Carman	London	33	Patterson, Miss K.	Cashier	New Glasgow	36
Dolliver, S. E.	Brakeman	Bridgewater	34	Patterson, R.	Machinist Helper	Transcona	29
Dorman, E. W.	Brakeman & Conduc.	Moncton	32	Payne, G. D.	Clerk	Moncton	43
Dreher, A.	Car Porter & Cleaner	Saskatoon	29	Pelletier, J. A. H. A.	Class. Laborer	Riviere du Loup	35
Dupuis, J. W.	Machinist	Armstrong	32	Panno, E.	Watchman	Fort William	34
Duval, M. O. H.	Operator	Joffre	41	Petkow, P.	Engine Watchman	Brent	39
Enat, S.	Locomotive Engineer	Kamy River	43	Poirier, J. V.	Carman	Montreal	38
Ferguson, J.	Boilermaker	Moncton	41	Polley, F. S.	Machinist	Stratford	34
Fields, S. J.	Sectionman	Folly Lake	44	Ponsey, J. I.	Boilermaker	Moncton	35
Filgiano, C. G.	Freight Agent	Ottawa	46	Pontefract, R. W. D.	Rel. Stationmaster	Sarnia	42
Fitz, J. A.	Sec. Laborer	Valparaiso	32	Preer, C. W. F.	Sectionman	Rosevear	31
Fortier, J. P. C.	Locomotive Engineer	Joffre	43	Race, W. A.	Locomotive Engineer	Brockville	42
Fotti, G.	Section Foreman	Emerson Jct.	43	Rathbone, L.	Freight Truck	St. Catharines	36
Fullerton, G. R.	Sectionman	Westville	31	Readman, J. H. D.	Yardman	Montreal	38
Fulmer, J.	Sectionman	Hubbard	31	Reid, W. J.	Electrician	Toronto	32
Gagnon, C. E.	Sectionman	St. Johns	39	Rieser, L. W.	Section Foreman	Port Mouton	37
Gadati, J.	Section Foreman	Houston	39	Richardson, C. A.	Sheet Metal Worker	Moncton	42
Geldart, P.	Locomotive Engineer	Truro	34	Roberts, J. F.	Freight Carman	Ottawa	42
Gendron, J. O.	Conductor	Campbellton Division	35	Rodgers, N.	Locomotive Engineer	Niagara Falls	38
Gilliam, C. W.	Porter	Montreal	21	Roy, J. I. A.	Class. Laborer	Riviere du Loup	30
Gordon, J. E.	Steward	Winnipeg	43	Ruddock, D. A.	Machinist	Moncton	41
Graboski, W.	Carman	Port Rouge	39	Sachs, E. D.	Water Service Fitter	London Div.	19
Grace, T. W.	Locomotive Engineer	Port Erie	37	Saunders, O. P.	Agent	Port Colborne	42
Griffin, G. W.	Conductor	Sou. Ont. Dist.	46	Smith, N. A. B.	City Pass. & Tkt. Agt.	London	38
Guild, J. D.	Supt. Agriculture	Winnipeg	29	Smith, W. G. E.	Dist. Pass. Agent	Winnipeg	37
Harford, T. A. E.	Clerk	Montreal	42	Spear, A. W.	Checker	Montreal	37
Hebert, J. G. H. A.	Coach Carman	Montreal	35	Spears, W. L.	Sectionman	Summerside	37
Henson, J. L.	Ticket Clerk	Birmingham	44	Squire, A. S.	Crossing Watchman	London	38
Hodgson, A.	Brakeman	Port Huron	44	Steele, A.	Locomotive Engineer	London	40
Hoffman, S. J.	Locomotive Engineer	Detroit	37	Steeves, C. M.	Locomotive Engineer	Moncton	44
Holton, F. T.	Machinist	Ottawa	36	Stelbisky, J.	Section Laborer	Inlay City	35
Homick, J. G.	Section Foreman	Brunild	33	Strong, B.	Coach Cleaner	Ottawa	43
Howard, E. C.	Gen. Agent	Gananoque	37	Sylvain, J. A. O.	Hostler	Bishop Falls	39
Humeniuk, C.	Sectionman	Loop Jct.	37	Tanch, R. S.	Carman	Riviere du Loup	39
Huot, J. W.	Boilermaker Helper	Joffre	27	Tardif, J. A. S.	Senior Clerk	Moncton	38
Hunter, A. R.	Supervisor, Frt. Hand- ling & Frt. Claims Pre- vention	Moncton	51	Tardif, J. O.	Operator	Beloeil	49
Inch, R. G.	Agent-Operator	Willow Bunch	26	Thibault, P. F.	Boilermaker	Moncton	36
Johnson, M. J.	Porter & Cook	Edmonton	36	Thibodeau, J. N.	Insp. Shop Methods	Montreal	37
Johnston, C. H.	Baggageman	Halifax	45	Thompson, J. A.	Brakeman	Levis Division	25
Johnston, H. W.	Electrician	Joffre	38	Thompson, W. C.	Sectionman	Pugwash	27
Johnston, M.	Inspector & Foreman	Winnipeg	29	Thurlow, H. J.	Sectionman	Fergus	27
Joffile, L. V.	Conductor	Sarnia	44	Tres, L. E.	Material Inspector	St. Thomas	43
Jones, W. V.	Section Foreman	Belleville	37	Trueman, S. L.	Asst. Foreman	Port Rouge	44
Joudrey, R.	L.H. Machinist	Bridgewater	40	Turgeon, J. A. J. P.	Local Manager	Saint John	36
Keating, S. A.	Conductor	Virginia	37	Turnbull, V. S.	Machinist	Montreal	41
Kennedy, F. L.	Locomotive Engineer	Truro	40	Watson, W. G.	Locomotive Engineer	Sioux Lookout	45
Kenny, F.	Switchman	Lakehead	26	Welch, E. F.	Boilermaker	Edmundston	17
Kokkarinen, O. A.	Carpenter	Lakehead	14	Welsh, T. P.	Asst. Shed Foreman	Winnipeg	29
Krui, V.	Sectionman	Port Arthur Div.	31	Wheeler, E.	Switchtender	Ottawa	36
Kursig, J. K.	Gang Foreman	Edmonton Terls.	31	Wood, R. G.	Waiter	Chicago	36
		Milwaukee Jct.		Wyers, J. L.	Pipetfitter	Stratford	42
					Boilermaker	Truro	35

At the End of the Run



FIFTY YEARS of service was completed with the retirement of Charles H. James, assistant accountant in the time and labor section of the regional auditor's department at Moncton. Born at Moncton, Mr. James joined the railway there in 1907, and was appointed to the post from which he retired in 1956. C. L. Stevens, (right) Atlantic regional auditor, is seen presenting Mr. James with the parting gift of his associates.



CHIEF ENGINEER RETIRES — More than 200 business associates paid tribute to A. Norman Laird, chief engineer of the GTW, at a dinner held in Detroit. F. A. Gaffney, vice president and general manager, commended Mr. Laird and Arthur T. Powell, assistant chief engineer, presented him with a cheque from friends and fellow employees. From left, Mr. Gaffney; Mrs. Gaffney; Mrs. Laird; Mr. Laird; Mr. Powell.

"Poppa" Daly

William Henry Daly, better known in sleeping car circles as "Poppa" Daly, has retired at Montreal after service that began in 1919, when he started as sleeping car porter at Toronto.

He moved to Winnipeg soon after entering the service, and served out of that station as observation car porter until 1923, when he went to Montreal as porter-in-charge, occupying that position until his retirement.

James Sadlier

A sectionman for 44 years, James A. Sadlier of Halifax has retired. He was born at Portuguese Cove, N.S., and joined the service in 1912. During his years with the company he worked on the Halifax division. His fellow sectionmen and his foreman made a parting presentation to him.

William A. Schleyer

Members of the Railroad YMCA at Port Huron gave a dinner in honor of William A. Schleyer on his retirement as clerk in the GTW car shops.

Mr. Schleyer has served four terms as president of the Grand Trunk Recreation Association at Port Huron, and has been treasurer of the "Y" for the past 35 years.

Clarence Jackson

A railway career of 45 years ended when conductor Clarence Jackson of Allandale retired. Since he joined the CNR in 1912 Mr. Jackson has never had a mishap. He is known as the conductor who brought the first diesel train over the rails to that town following Hurricane Hazel.



DOUBLE RETIREMENT — W. C. Allenby, chief clerk, (left) and Miss E. J. Clark, general clerk in the Portage-Brandon division office as they were honored at a banquet marking their retirement. A. C. Nicholls, superintendent, Portage-Brandon division, is seen presenting them with gifts on behalf of fellow employees. More than 100 persons attended. The two veteran railroaders have a combined total of 87 years of service.

Elizabeth Clark

William Allenby

A double retirement at the headquarters of the Portage-Brandon division was marked in Winnipeg by a banquet and dance in honor of William C. Allenby, chief clerk, and Miss Elizabeth J. Clark, general clerk.

More than 100 persons including employees of the division as well as friends in other departments from Regina, Brandon, Portage La Prairie and Port Arthur attended. A. C. Nicholls, superintendent of the division, was master of ceremonies.

Presentations of an electric razor to Mr. Allenby and a travelling wardrobe bag to Miss Clark were made by Mr. Nicholls on behalf of their associates.

Mr. Allenby and Miss Clark, both natives of Ontario, have a combined service record of 87 years. Mr. Allenby has worked at Dauphin, Brandon and Winnipeg and served with the C.E.F. during the First World War. Miss Clark spent her entire career at Winnipeg.

Maurice Button

Maurice B. Button, since 1940 storekeeper for the central region at Belleville, has retired. Born in England, Mr. Button came to Canada in 1912, joined the CNR at Toronto in 1920 as a laborer and subsequently worked his way up to the position of foreman and finally storekeeper at Belleville. He was presented with a purse on his retirement.

Samuel Tarczuk

Samuel Tarczuk, machinist helper at Melville roundhouse, has ended service with the company that began 34 years ago.

His associates gave him a sendoff at the roundhouse, and, on their behalf, a parting gift was presented to him by K. O. Sevic, locomotive foreman.



FRANK J. MCKEOWN as he completed his last run as engineer at Sarnia, ending a long rail career.

John Gillis

John Andrew Gillis has retired as supervisory agent at Sydney, N.S.

Mr. Gillis, a native of Tracadie, N.S., joined the railway as a clerk in the operating department at Sydney Mines in 1910. He progressed to operator there in 1915, agent in 1918 and moved to Sydney in 1946. He was appointed supervisory agent in 1952.



GEORGE JANICKI, retired section foreman at Vernon, B.C., admires a rod and reel, part of a fishing outfit his friends and fellow employees gave him when he ended 42 years with the company. He's also interested in pigeons and would like to hear from pigeon fanciers among our employees.

Bert Thompson

The man with a million secrets has retired. For more than 50 years Bert Thompson shared the confidences of Royalty, Prime Ministers, foreign diplomats and war leaders. And when he quit his position of chief operator of Canadian National Telegraphs at Montreal, he took his secrets with him.

For most of his 52 years of service Bert Thompson has shared responsibility for the flow of the flood of messages handled every year by the Montreal office of CNT. And in a period that has included two world wars and a host of other momentous happenings, a large proportion of those messages have been of a highly secret nature.

John Bertram Thompson was born in Montreal, where he has spent all his service with CNT. He joined the company in 1905 as a clerk and became a Morse operator two years later. He was promoted to assistant wire chief in 1912 and was appointed chief operator in 1947.

To mark his retirement, Mr. Thompson was presented with a wrist watch and Mrs. Thompson with a purse, the presentations being made on behalf of the staff of the Montreal office by G. J. Foliot, superintendent. H. Life, manager at Montreal, presented the veteran telegrapher with a purse and money from the Employees' Benevolent Fund and a gift from "NA" office staffers, and a travelling bag, the gift of the manager's staff, was presented by F. J. Hale, assistant manager.



IT'S A LONG HAUL from the Morse key that Bert Thompson used when he started in 1905, to this modern teleprinter which he looked over for the last time on March 29.

Harry Trueman

Bringing to a close more than 45 years with the railway, Harry G. Trueman has retired as chief clerk, local section, auditor of freight accounts, Montreal.

Mr. Trueman was honored by his associates in the revenue accounting depart-

ment when he was presented with a purse and money by D. V. Jackson, auditor of freight accounts.

A native of Moncton, Harry Trueman joined the ICR as a junior clerk in 1911, and moved to Montreal in 1923. He held various positions in the revenue accounting offices, being progressively promoted to clerk-in-charge, sub-chief clerk, assistant chief clerk and chief clerk.

H. Victor Spike

Retiring as general counsel of the Grand Trunk Western at Detroit, H. Victor Spike was honored by his colleagues at a retirement dinner.

Mr. Spike was presented with a cheque and a gold watch by A. B. Rosevear, general solicitor, Montreal, on behalf of his associates, and Francis A. Gaffney, vice president and general manager of the GTW, spoke in tribute to him.

Prior to joining the railroad, from 1921 to 1926, Mr. Spike was assistant attorney general for the state of Michigan. He is a past president of the Michigan Railroad Lawyers' Association.



GTW RETIREMENT — H. Victor Spike, (right) retiring general counsel of the GTW, receives a cheque and a watch from A. B. Rosevear, Q.C., general solicitor at Montreal. At center is F. A. Gaffney, vice president and general manager of the Grand Trunk.

Doug McIntosh

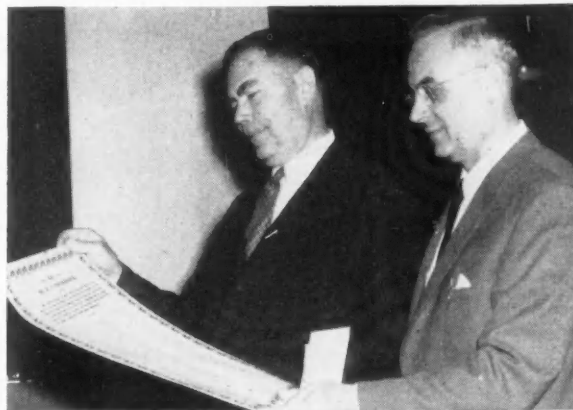
Doug McIntosh, veteran conductor and resident of Prince George, B.C. for more than 40 years, has retired.

Mr. McIntosh was in Prince George before the Grand Trunk Pacific came through and joined the railway shortly after. He served overseas during the First World War and has served with the company as brakeman and conductor on the Smithers division except for a brief period when he worked out of Vancouver and Fort William.

Duncan McCaskill

Retiring after 30 years in the stores department at Toronto, Duncan McCaskill was given cuff links and a tie bar by his fellow employees.

The presentation was made by W. E. Brooks, storekeeper, general stores, Toronto.



SCROLL, listing names of 90 fellow officers of H. C. Rochester, general car accountant, Montreal, was among the gifts he received on his retirement. With him in the picture is D. V. Gonder, assistant vice president, operation. Mr. Rochester was also given cheques by the officers, and by members of his staff, at gatherings in his honor.

Herb Rochester

There used to be a prize-fight manager who was known as "The Honest Brakeman" because he never stole a box car.

Whoever he may have been, he definitely never stole a car from Herb Rochester, who retired last month as general car accountant, and who could tell within minutes just where any one of the CNR's 121,000 freight cars was at any given time.

Mr. Rochester's railroad career spanned 50 years, 20 of which were spent as general car accountant. He figures that during that time he supervised the recording of 50 million individual car movements.

Born at Prince Albert in 1892, he entered the Canadian Northern in 1907 and served in various capacities before joining the RFC in 1917. After the war, he returned to the railway, and in 1934 was appointed superintendent of passenger train service for the system.

Frederick Killick

Frederick Henry Killick,

general clerk in the Vancouver express office, has retired after serving for 44 years with the department.

Mr. Killick was honored by more than 60 of his supervisors and fellow employees by presentation of an easy-chair and foot stool. Mrs. Killick received a bouquet of flowers.

Terminal Agent Frank Farrand made the presentation while general agent D. S. Neilson acted as chairman of the proceedings.

Mr. Killick joined the company in 1913 as an express porter at Saskatoon. He served overseas during the First World War and transferred to Vancouver in 1932. He served there in various capacities, including assistant foreman, foreman and express money order collector.

It is estimated that some 132,000 model railroad hobbyists in North America collectively operate more than 2,000 statute miles of track — nearly enough to run from Montreal to Wainwright, Alta.



OTTO P. SEEMAN (center) retiring as agent at Port Colborne after 44 years' service, is presented with a clock by R. M. Sands, CNR pensioner. A testimonial dinner for Mr. Seeman was attended by officers of the T.H. & B.; N.Y.C.; N.S. & T.; D. L. & W. and CNR. At right is A. D. Martin, chief clerk at Port Colborne, who was master of ceremonies.

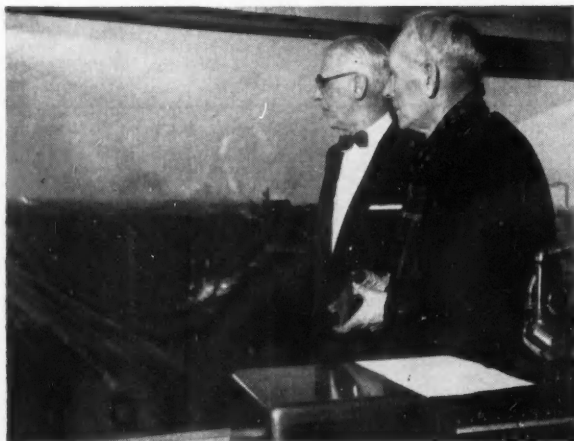


Kelowna Courier photo

VETERAN TUGBOAT SKIPPER Ernie Stoker, making his last run between Kelowna and Penticton, receives the parting gift of his associates from Captain Alf Lucking, senior captain of the Okanagan Lake ferry and barge service. Captain Stoker has been with the company since 1926.



IRA KENNEDY, C.N. Telegraphs operator at Canadian Press in Toronto for more than 40 years, holds the suitcase presented to him on his retirement by Frank Prior, CNT manager for metropolitan Toronto. Mr. Kennedy went on loan to the news service in 1917, and was senior CNT man there.



MIMICO YARDMASTER William Biers, right, looks out over the freight yards which have been his chief care for more than 33 years. Mr. Biers holds the wallet presented to him by his co-workers. With him is Trainmaster W. G. Ward. Born at North Bay in 1892, Mr. Biers started with the Canadian Northern at Cochrane as a brakeman in 1917. He transferred to Toronto in 1920 as yardman and was made foreman in 1924.

William Wilson

William Wilson completed his last run as a locomotive engineer when he stepped down from the cab of the Super Continental at Sioux Lookout on March 15.

On hand to greet him on arrival were members of his family and working associates, including L. M. Thomson, assistant superintendent, and J. J. McMullen, road foreman of engines.

Born in Ireland, Mr. Wilson came to Canada as a youth and joined the CNR in 1917 as a locomotive fireman at Sioux Lookout. He served with the Canadian Expeditionary Force from 1918 until 1919, when he resumed his railway career. Mr. Wilson was promoted to locomotive engineer in 1922 and has worked on various freight and passenger runs since.

John McTaggart

John Andrew McTaggart has retired as supervisory agent at New Glasgow, N.S.

Mr. McTaggart, a native of River Charlo, N.B., joined the railway as operator at Blackville, and served successively as operator at Fredericton, Chatham and Gibson. He enlisted in the C.E.F. in the First World War and returned to the railway upon demobilization in 1919 to become operator at Truro, N.S.

In 1939 he was promoted to ticket agent at Amherst, and after serving at Dartmouth and Macan, was named agent at New Glasgow. He was appointed supervisory agent there in 1952.

George Beattie

The first of Montreal's six railroading Beattie Brothers, who are well on their way to establishing a one-generation record of nearly 300 years of railway service, has retired. When Baggageman George Beattie checked out the last item of baggage off the 7.30 a.m. Toronto train at Central Station on March 19 and signed out for the last time, he had contributed 50 years towards the family total.

First to greet him as he stepped from the baggage car was Brother Bill, also a baggage man on the Montreal-Toronto run, who will have completed 51 years in CNR service when he retires next year. Bill Beattie brought congratulations from the other four railroading brothers, all of whom are nearing retirement. They are: Jack, an airbrake fitter; Walter, a hostler; Herbert, an engineer, and Harold, a steam fitter.

J. N. Easton, assistant superintendent of the St. Lawrence division, travelled in the baggage car with George Beattie on the last leg of the trip from Toronto and on their arrival at Central Sta-

tion presented him with a 50-year Life Pass on behalf of President Donald Gordon.

George Beattie was born beside Montreal's railway tracks into a railroading family. His father, a brakeman, joined the Grand Trunk in 1884 and retired in 1927 after 43 years' railway service. His grandfather was also a GTR employee and he had three uncles in railroading. The tradition is being carried on in the present generation — a nephew, another CNR employee, has just graduated from fireman to engineer.

George Beattie joined the Grand Trunk in 1907 as a call boy. He was promoted to trainman in 1912 and since that time has served as rule inspector, inspector of trainmen, conductor, trainmaster and baggageman.



SIGNING OFF — George Beattie signs the register for the last time, after 50 years of railroading.

William Lee

William Henry Lee, shop and sign painter at the Calder shops, Edmonton, has retired with 37 years' service.

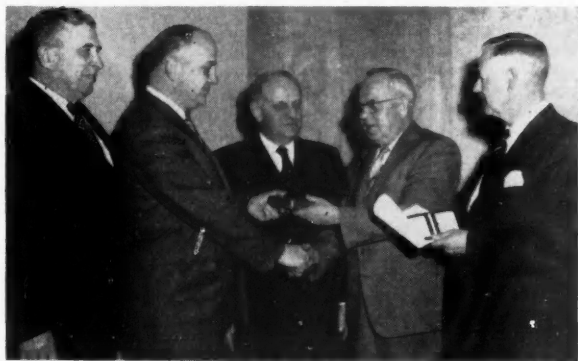
Born in England, Mr. Lee came to Canada when he was 19. He joined the CNR at Edmonton as a painter in 1920 and five years later was made foreman of the paint gang.

He held this position for 22 years, working between Edmonton and Jasper. For the last ten years he held the position from which he retired.

Ernest Ingleby

Ernest Ingleby, CN Express agent at Huntsville since 1942, has retired, but will go right on working. He's taken a new job as express agent at Meaford, on a commission basis.

Born in England, Mr. Ingleby came to Canada in 1912 and joined the staff of the Canadian Northern in 1919. He later held positions at Long Lac, Kapuskasing, Cochrane and Iroquois Falls.



PRESENT of a wrist watch is given to "Jeff" Lockhart, retiring assistant to the vice president and general manager at Moncton. From left, R. B. Graham, assistant general manager; W. H. Hewson, regional counsel; R. G. Hayes, regional vice president and general manager; Mr. Lockhart; W. E. Robinson, retired vice president and general manager.

"Jeff" Lockhart

More than 100 officers of the Atlantic region attended a testimonial dinner at Moncton for S. J. "Jeff" Lockhart, assistant to the vice-president and general manager, on the eve of his retirement after more than 50 years of service.

"I sincerely regret that the time has come for Mr. Lockhart to retire," said R. G. Hayes, vice-president and general manager. "During his long service he has gained a thorough knowledge of railway matters in the Atlantic region, the Maritime people and their problems."

"He has been one of the most conscientious and loyal employees I have ever known," Mr. Hayes said, "and we shall miss his advice and assistance very much. I wish for him in his well-earned retirement many years of good health and happiness."

President Donald Gordon, in a special message, extended congratulations to Mr. Lockhart and the thanks of the management of the company for his long and faithful service.

"You have served the railway with efficiency and distinction," telegraphed S. F. Dingle, vice-president of operation for the system. "The faithfulness and loyalty you have shown throughout has been an inspiration to all. Best wishes to you and Mrs. Lockhart for good health and happiness."

Others who paid tribute to the veteran railroader included W. H. Hewson, regional counsel; W. E. Robinson, retired vice president and general manager; R. B. Graham, assistant general manager; and Ralph B. Brenan, of Saint John, a CNR director.

Mr. Lockhart was presented with a gold wrist watch by Mr. Hewson on behalf of all the officers of the Atlantic region; the President's life pass good over all lines

of the system, by Mr. Robinson; and a fishing rod, reel and flies by the staff of the vice-president and general manager's office.

Percy Shannon

More than 40 years of keeping watch over the busy railway lines in eastern Canada were ended with the retirement of Despatcher Percy M. Shannon of Moncton.

Entering the service in 1916 as a spare operator on the Campbellton division, Mr. Shannon saw service in the First World War, returning to the railway in 1918 as relief despatcher. He worked at various stations on the Campbellton division as agent and operator, and in 1929 was promoted to despatcher at Campbellton.

He moved to Moncton in 1938.

Members of the operating and transportation departments were on hand to bid Mr. Shannon farewell, and he was presented with a purse of money by H. C. Gunn, superintendent of the Moncton division.



Halifax Mail-Star photo

T. J. SHORTALL, Halifax, retiring with 42 years' service, is presented with the parting gift of his associates. From left: J. A. Patterson, master mechanic; Mr. Shortall; A. F. Fisher, local chairman, Brotherhood of Locomotive Engineers and Firemen; S. F. McGrath, general yardmaster.



J. U. COSS, of the Niagara, St. Catharines and Toronto freight department, retiring after 32 years with the company, is presented with a cheque by J. H. Robinson, (left) freight agent. Mr. Coss also received a rocking chair, while Mrs. Coss accepted a bouquet of flowers.

H. G. Hillier

Harry George Hillier has retired as coal plant operator at Sarnia. Born in England in 1892, Mr. Hillier joined the railway at Windsor in 1927 as a laborer in the car department, serving subsequently in various occupations at both Windsor and Sarnia.

Joseph Galati

Section Foreman Joseph Galati, of Houston, B.C., has brought to a close 42 years of railroading. He started as a sectionman at Hansard, B.C., in 1915.

Mr. Galati is planning to move to Prince George to spend his retirement.



CLEVELAND RETIREMENT — Freight and passenger officers of the CNR's US lines joined with the Cleveland Traffic Club in honoring H. W. Seale, general agent, freight department, on his retirement. L. B. Freeman, general freight traffic manager, is shown affixing a 48-year service button which he presented to Mr. Seale, who also received a cash gift from fellow officers and members of the club, of which he is a former president. From left: J. M. Frank, assistant freight traffic manager, rates; G. O. Thoresen, freight traffic manager, sales; G. O. Newby, foreign freight agent; Mr. Seale; Mr. Freeman; J. L. Bickley, passenger traffic manager, US lines; E. Hoffman, who has succeeded Mr. Seale; A. M. Sharpe, general freight agent, Buffalo.



FROM THE BOYS—A giant banner proudly proclaims the retirement of N.S. & T. conductor Ike Cornelius, far right, after 43 years of service. Mr. Cornelius was honored at a smoker and was presented with a cheque.

K. G. Nilsson

K. G. Nilsson, bridge and building master for the Calgary division, has retired after more than 40 years of service. He received a gift from his associates on the division, the presentation being made by G. F. Middleton, superintendent at Calgary.

Born in Sweden, Mr. Nilsson came to Canada as a youth and joined the CNR in 1916 as a bridgeman at Calgary. He later served as carpenter before advancing to foreman in 1918. During the six-year reconstruction job of the large timber trestle bridges on the CNR's Brazeau subdivision, Mr. Nilsson was the foreman in charge.

In 1939, he was promoted to roadmaster and, in 1946, was appointed to the position from which he retired.

James Merritt

James Merritt, of Truro, N.S., has retired from the stores department there, and was presented with a cheque

and other gifts by fellow employees prior to leaving the service. He joined the railway in 1919, after overseas service with the Canadian Artillery, as an employee in the roundhouse, transferring to the stores department in 1942.

William Smith

William G. E. Smith, district passenger agent at Winnipeg was honored by his associates on the occasion of his retirement. On their behalf, J. S. Stephen, general passenger agent, presented a purse to Mr. Smith.

Born at Seaforth, Ont., Mr. Smith joined the CNR in 1920 as a clerk in the passenger department at Saskatoon. He advanced to chief clerk in 1928 and to ticket clerk in 1937, and was transferred to Calgary as chief clerk in 1941. He moved to Winnipeg in a similar capacity in 1942 and was promoted to passenger traffic representative a year later. In 1946 he returned to Cal-

gary as travelling passenger agent and the following year went to Edmonton in the same position. He was appointed district passenger agent at Winnipeg in 1953.

Mr. Smith is a member of the Kiwanis Club of Winnipeg, the Carleton Club and the Canadian Club.

Irvine Brown

Friends and co-workers tendered a reception for Irvine A. Brown when he retired as agent at Bathurst, N.B., after 40 years with the railway. He was presented with a portable radio, and Mrs. Brown received a bouquet of roses.

Mr. Brown was born at Cornhill, N.B., and joined the railway in 1917 as an operator, working at various places on the Moncton division. He served with the C.E.F. during the First World War, returning to the railway in 1919. In 1921 he was made assistant ticket agent at Moncton, and worked there as operator and ticket agent until his appointment in 1942 as agent at Bathurst.

Speakers at the reception held in Mr. Brown's honor included P. F. Walsh, of the claims department, Moncton; P. W. Caldwell, retired assistant superintendent, Campbellton; W. H. MacKenzie, division freight agent, Moncton; R. M. White, senior clerk, Bathurst freight office; and L. P. Anderson, local chairman of the CB of RE.

Gilbert Smith

Sectionman Gilbert Arthur Smith has retired at Liverpool, N.S. after 39 years' service. Born in Port Mouton, N.S., he joined the railway in 1918, and has served at a number of places in

Nova Scotia including Hunt's Point, Milton, and Liverpool.

Stanislaw Kempinski

Stanislaw Kempinski, sectionman in the Edmonton Terminals, has retired after 45 years of railroading.

Born in the Ukraine, Mr. Kempinski came to Canada in 1911 and joined the Grand Trunk Pacific as a sectionman in 1912. He worked in various parts of Alberta, chiefly near Edson, until 1944 when he was made sectionman at Edmonton.

ENGINEMEN HONORED

Sarnia railwaymen have honored eight retired CNR engine men at a meeting of Division 240 of the Brotherhood of Locomotive Engineers.

Former Chief Engineer D. Miller presented wallets to D. Wareham, E. Palmer, G. Fordyce, S. Falconer, F. Pell, C. Greenaway, A. Hillier and J. Davis. The veterans' wives were presented with gifts of china.

K. F. McNair Heads VETS AT WHITE ROCK

K. F. McNair has been elected president of the White Rock, B.C. branch of the CN Veterans' Association. The election took place at the annual meeting.

Other officers included W. J. Wellington, vice-president; L. R. Minelly, secretary; and E. L. Tays, treasurer.



Halifax Mail-Star photo

55TH ANNIVERSARY of the marriage of Mr. and Mrs. James Albert Sim was celebrated at Halifax. Mr. Sim retired in 1944 as chief clerk and accountant in the operating department at Halifax.

GOLDEN WEDDING

Mr. and Mrs. S. H. Hosken of Kamloops, B.C., have celebrated their 50th wedding anniversary.

They have been residents of Kamloops for more than 40 years. Mr. Hosken is a retired mechanical department employee.

The occasion was marked with an "at home" to their many friends and relatives.



'49ER' RETIRES. James A. Needham, conductor on the Detroit-Pontiac commuter run of the Grand Trunk Western, is honored at a retirement luncheon in Detroit. Fellow commuter conductors and officers of the railroad join in extending good wishes to Conductor Needham, who retired after 49 years of service. Grouped at the luncheon table are (seated, left to right): Harry A. Sanders, general superintendent of transportation; Conductor Needham. Standing: A. L. Loeffert, superintendent of labor relations and former conductor; Charles Hawkins, passenger conductor; T. D. Ash, superintendent, Detroit Division; J. A. Hall, passenger conductor; William Carr, passenger conductor, and Vincent C. Palmer, assistant to the V.P. and G.M.



Women's Section

DESIGNED TO INTEREST OUR RAILROAD WOMEN AND OUR YOUNG RAILROADERS

PLEASE NOTE:

Correspondence, including manuscripts and photographs for this section should be addressed to:

Miss M. Angela Lane,
Women's Editor,
Public Relations Department,
Canadian National Magazine,
WINNIPEG, Man.

Let's Make A Dress...It's Easy!

By MICHAELA STUART

Sewing Advice and Photographs Courtesy: Singer



This is Vange and the dress she made. Charming in style, with a professional look, it didn't take long and Vange says it was fun.

AMONG the women connected with our company, wives as well as working girls, sewing is a popular hobby. Evangeline Draegen in one of our Toronto offices is a sewing fan. She came in the other day with some fabric and a pattern under her arm. When we heard she was going to make herself a cotton wash dress for summer, we arranged to get pictures of "Vange", as her friends call her, working on her dress. So have a look at Vange "sewing-it-herself" and I know you will itch to get out your sewing machine and make yourself something, too.

Vange chose a glazed cotton print for her dress. The pattern called for 4½ yards for her size, but since she is taller than average she bought another ½ yard for lengthening. The material cost \$1.19 a yard. She made the whole dress for about \$6.50. The pattern she selected was Butterick No. 8112. Vange learned how to sew when she took a course in her local Singer Sewing Centre when she was in grade eight. Then she had a year at MacDonald Institute in Guelph.

Before choosing her material and pattern, Vange dropped into her local sewing centre to talk over the best style to suit a tall gal. She and the sewing teacher agreed the glazed cotton with a green and gold design was ideal for summer. It was crisp enough to stand up to office as well as home wear, would not soil and would launder beautifully — two things which are most necessary in summer dresses for

the working girl. The unpressed pleats in the skirt gave just the right fullness for Vange's height.

The cut-away collar was low but not too low for wearing to work. Since the fabric had body, the collar did not need interfacing. This made for simpler ironing. The easy fit to the bodice and short kimono style sleeve was cool for summer.

Vange found that size 16 fitted her perfectly, with two minor alterations: she lengthened the bodice and the skirt each an inch. The crisp cotton was wonderfully easy to sew. When asked what sewing steps might interest our readers, Vange and the teacher agreed that the three illustrated here were the most important in achieving a professional looking finish.

Illustration No. 1 shows how to lengthen the bodice: Cut the bodice pattern along the line indicated for lengthening and pin in a strip of tissue the required amount. Insert strip in both back and front. This method avoids spoiling the fit at the waist.

As Vange's height was in her legs, she merely lowered the hem of the skirt; had she needed the extra length from waist to hip, she would have lengthened the skirt by inserting tissue as she did the bodice.

Illustration No. 2 shows the technique for inserting the zipper: Fine points to watch are: 1. Fit dress before applying zipper since seams may be more accurately adjusted at this stage. 2. Keep zipper taut when measuring

(Please turn to page 36)

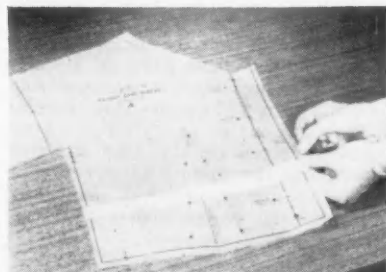


Illustration No. 1—Lengthening the bodice is sometimes necessary and close attention to details will ensure the best appearance.



Illustration No. 2 — Fitting a zipper used to be something of a mystery, but seven simple steps can be followed to perfection at home.



Pittsburgh Plate Glass Co. photo

A new concept of space in a normal sized room can be achieved by judicious placing of a mirror that will reflect a delightful vista. It makes small rooms seem larger and more livable.

Mirror Magic

Used effectively, a mirror can do a lot for a home . . . it is more than just a looking glass in the modern trend.

By ANNE SUTHERLAND

A MIRROR can reflect not only the opposite wall, but your good taste as well. By placing even the most inexpensive mirrors ingeniously, you can add elegance to a room . . . give badly proportioned rooms new perspective . . . add to the convenience of your family and guests.

A good rule to follow is to place a mirror where it does the best job of projecting and magnifying the beauty that surrounds it. A mirror that reflects a blank wall is missing its potential; one that doesn't help co-ordinate the decorative scheme has likewise lost its value. If you have a picture window with a lovely view, a mirror placed opposite it will pick up the beauty of the outdoors and frame it for interior enjoyment. In a darkened hallway, a mirror hung opposite a doorway will bring in new light and brightness.

The main considerations in placing a mirror should be proportion, scale and balance.

Both in style and size, a mirror should be in proportion to the piece of furniture over which it is to hang. The size of the mirror does not have to match those of pieces with which they are to be used but there should be a pleasing balance to bring the two to scale.

If a mirror is too large or heavy, it will outweigh and overpower the pieces it should beautify and complement. If it is too small, an opposite effect, just as displeasing, is created.

A small mirror above a large sofa can be made effective, however, by co-ordinating it with a grouping of pictures to give horizontal sweep to the arrangement.

Structural mirrors, used above a fireplace, play an important role in providing depth and sparkling beauty to the whole room. They pick up reflections from many angles and project them back for double enjoy-

ment. But if the fireplace is structurally too high, the large mirror will be more effective if hung where it can be seen and can do a good job. A good rule to follow in placing mantel mirrors is to keep them at eye-level. If they are above eye-level, a small decorative mirror, such as the Girondole, will be more appropriate. This convex mirror, though small in diameter, reflects the room in miniature and gives a special decorative magic.

In placing decorative or Venetian mirrors above tables, cabinets or dressing units, place the mirror four to five inches above the table top. Also of importance, a mirror used as a table companion should never exceed the dimensions of the piece of furniture it complements.

Mirrors can provide better perspective in badly proportioned rooms. If the room is too long and narrow, place a rectangular mirror on the long side wall, making certain it is scaled to fit with its surroundings. The effect is one of added width. Or if you want to make a small, box-like room seem twice its depth, try mirroring the end wall. Mirrors add a feeling of airiness and space when they are properly placed, and can literally double the value of a room.

Mirror styles have changed with the changes in home fashions. Probably the most popular style today is the Venetian wall mirror which emphasizes simplicity and graceful beauty. These unframed mirrors are available in many sizes and can be used successfully in any period or style room. Decorative mirrors are also very effective throughout the home. In selecting a decorative mirror, however, make certain that the frame blends with the style of your room.

Today's homeowners look for mirrors that provide true reflection as well as beauty. Mirrors made of the finest plate glass guarantee flawless

beauty for a lifetime, and their wise placement throughout the home guarantees a finished decorative beauty. ★

Dainty Lace Blouse For Many Occasions

IT'S still suit weather and this month we offer directions for a dainty lace blouse which is ideal for wear with a suit and right on through the summer with skirts. The little round collar and the pretty but easy stitch detail—only one row to watch in every four—are the style notes in this classic blouse.



Directions come for sizes 32, 34 and 36.

If you would like directions for making this attractive knitted blouse, write to the Women's Editor, Canadian National Magazine, Room 355 CNR Station, Winnipeg 1, Manitoba. Please be sure to enclose a stamped, self-addressed envelope. ★



Evaporated Milk Ass'n Photo
Orange Floating Island



Nestle Photo
Chocolate Bread Pudding



Jell-O Photo
Black Raspberry Peach Surprise

Lighter Desserts For Springtime Pleasure

By MARY LANG

MOST of us like a dessert of some kind with our meals, but this is the time of the year when we favor the lighter variety. This month we are giving you a number of suggestions which we hope you will like. Our first recipe is for a pudding with a delicate air — it's

Orange Floating Island Dessert

A wonderful family dessert — with tufts of chocolate topped meringue. Easily made from a package of pudding mix and a can of evaporated milk, fresh orange juice for extra flavor.

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|--|---------------------|
| 1 tall can (1 2/3 cups) evaporated milk; | 1 cup orange juice; |
| 1 1/3 cups water; | 2 egg whites; |
| 1 package vanilla pudding mix; | 1/4 teaspoon salt; |
| | 1/4 cup sugar; |
| | Shaved chocolate. |

Add evaporated milk and water to pudding mix in saucepan. Cook over medium heat, stirring constantly, until pudding thickens and starts to boil. Cool. Stir in orange juice; pour into serving dish and chill. Add salt to egg whites and beat until stiff, but not dry. Gradually add sugar and heat until smooth and glossy. Drop by spoonfuls into skillet containing 3/4 inch of simmering water. Simmer, uncovered, 5 minutes. Drain meringues and place on top of pudding in serving dish. Garnish with shaved chocolate. Yield: 6 servings.

Chocolate Bread Pudding

Stale bread on hand? Don't throw it away but use it in this old-fashioned dessert gone festive.

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| 1 1/4 cups soft bread crumbs; | 2 cups milk; |
| 1 6-oz. package (1 cup) semi-sweet chocolate bits; | 2 eggs, separated; |
| 1/2 cup sugar; | 2 tablespoons butter; |
| | 1/4 teaspoon salt; |
| | 1/2 teaspoon vanilla. |

Combine bread crumbs, 3/4 cup semi-sweet chocolate morsels, 1/4 cup sugar and 1 1/4 cups milk in top of double boiler. Cook over hot water until mixture is smooth. Beat egg yolks slightly, add remaining 1/2 cup milk, butter and salt. Add to chocolate mixture

and continue cooking about 3 minutes longer, stirring constantly. Turn into shallow baking dish. Bake in a moderate oven (350°F) 10 minutes. While pudding is baking, beat egg whites until stiff; gradually add remaining 1/4 cup sugar and vanilla; continue beating until very stiff. Fold in half the remaining chocolate. Drop by tablespoonfuls on top of the pudding. Sprinkle meringue with remaining chocolate. Return to oven and bake 10 minutes longer. Yield: 6 servings.

Black Raspberry Peach Surprise

A light and delicate dessert in which black raspberry-flavored gelatin is whipped to a froth and piled gently over peaches for a pleasing flavor duet.

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|--|---|
| 1 teaspoon cornstarch; | 1 package black raspberry jelly powder; |
| 1 package quick-frozen sliced peaches, thawed and drained; | 1 tablespoon sugar; |
| | 1 cup hot water; |
| | 1 cup cold water; |

Mix cornstarch with a small amount of juice drained from peaches. Blend until smooth. Add remaining juice. Cook and stir over medium heat until mixture is slightly thickened and clear. Add peaches and pour into sherbets or other glass serving dishes. Chill. Dissolve black raspberry jelly powder and sugar in HOT water. Add cold water. Chill until slightly thickened. Place bowl of gelatin in ice and water. Whip until light and fluffy. Spoon over peaches in serving dishes. Chill until firm. Yield: 7 servings.

Orange Coconut Custard

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|--------------------------|--------------------------------|
| 3 eggs, slightly beaten; | 1 teaspoon grated orange rind; |
| 1/3 cup sugar; | 1 teaspoon nutmeg; |
| 1/2 teaspoon salt; | 1/3 cup shredded coconut; |
| 3 cups milk; | 1 cup 40% bran flakes. |
| 1 teaspoon vanilla; | |

Combine eggs, sugar and salt; add milk and beat well. Stir in remaining ingredients. Pour into individual custard cups or 1 1/2 quart casserole; place in pan with about 1 inch of hot water

in bottom. Bake in moderate oven (350°F) about 45 minutes to 1 hour, or until set. Yield: 6 servings.

Creamy Peach Molds

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| 1 envelope (1 tablespoon) plain gelatin; | 1/4 cup lemon juice; |
| 2 tablespoons cold water; | 1 lb. (2 cups) cottage cheese; |
| 1 cup syrup from canned cling peaches; | 2/3 cup orange sections; |
| 3 tablespoons granulated sugar; | 1 cup canned cling peaches; |
| 1/4 teaspoon salt; | Salad greens. |
| | Additional peach slices for garnish. |

Soften gelatin in cold water. Heat peach syrup with sugar and salt and dissolve softened gelatin in it. Blend in lemon juice. Cool. Force cottage cheese through a sieve. Dice orange sections and peach slices. Fold cheese and fruit into cooled gelatin mixture. Turn into individual molds and chill until firm. Unmold on salad greens and garnish with additional peach slices. Yield: 10 small molds.

Our final recipe is for a glamorous dessert which is ideal to serve for the wind-up of your bridge club, with a cup of your very best hot coffee. It's

Butterscotch Ice Cream Cake

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|--|---------------------------------|
| 1 package instant butterscotch cake mix; | 2 quarts coffee ice cream; |
| 1 cup water; | Butterscotch sauce; |
| 2 eggs, unbeaten; | 1 cup toasted slivered almonds. |

Empty cake mix into bowl and follow directions on package. Beat 3 minutes until smooth and creamy. Pour batter into two paper-lined 9-inch round layer cake pans. Bake in moderate oven (350°F), 25 to 30 minutes. Cool. Fill two matching pans with ice cream. Place in freezing compartment until very firm. Loosen around edges with spatula or knife. Invert over cake layers and place a warm, moist cloth on pan until ice cream slips out. Return to freezing compartment until ready to serve. Top with butterscotch sauce and almonds. Yield: 16 servings. ★

Winnipeg Honors Chrys



Among hundreds who congratulated Chrys McQueen on her retirement was G. A. Green, who made a presentation on behalf of fellow employees.

CHRYS McQUEEN, assistant buyer in the purchasing department, Winnipeg, has retired after 39 years service. She started her railway career as a clerk in the purchasing department of the Canadian Northern Railway in April, 1918, and has been buying pipe and fittings, all items of hardware, tools of all kinds and other material since January, 1926.

On behalf of her fellow employees, Miss McQueen was presented with a coffee table and stemware. The presentation was made by G. A. Green, purchasing agent, who remarked that Miss McQueen had worked with six purchasing agents. Messages were also read from former associates of Miss McQueen's now located in Vancouver, Edmonton and Montreal.

A departmental party was held at the home of Mrs. W. E. Aikens in honor of Miss McQueen at which she was presented by F. A. Foster, chief

clerk, with a canister set and bread box.

Miss McQueen had always taken an active part in the social and sports activities of the company. She was one of the original members of the Railway Mixed Bowling League, of the CNR Ladies' Golf Club, and of the Canadian National Ladies' Social Club. She was also first chairman of the Ladies' "100" Club of the CNR in Winnipeg, which is comprised of members with 15 years or more service. The Ladies' Social Club held a bridge party at which Miss McQueen was presented with matching necklace and earrings, and members of the "100" Club held a dinner-bridge in her honor at which she was presented with an afternoon bag and a compact. Present at the dinner were former and retired members of the Canadian National family as well as Miss McQueen's co-workers. ★

the sun—but a little sunshine on a dry wool garment has a tonic effect.

For simply-cut woollens—mittens, underwear, socks, scarves, sweaters and blankets—laundering is not only safe but an effective storage precaution. Hand laundering is considered best—even for heavy woollens. Use mild soap flakes or grains, lathered richly in lukewarm (or cooler) water. With your hands under water, squeeze suds repeatedly through the fabric. Woolen items should be washed in at least three sudsings, and rinsed in clear, lukewarm water. Avoid rubbing or wringing and dry away from direct heat or sun.

Knitted garments are more elastic, and so need special care. Unless drying frames are used, mark their outline in pencil while they are spread out on clean wrapping paper. After washing and rinsing, squeeze surplus water from garment, then roll it in a large towel. Unroll it, lay it flat on paper outline, and anchor in place with rust-proof pins.

Now, with all winter woollens clean, dry and sweet—they are ready for storing away.

Heavy garments, such as coats or men's heavy suits, should be hung on well-shaped hangers. Wire ones will do—if you pad shoulders with crumpled tissue. Knitwear should be folded carefully, lengthwise or crosswise and laid flat. Wool, with its natural resiliency, will retain its shape if given space. Never crush or jam woollens into too-tight storage spaces.

Whether it be a trunk, plywood cabinet, closet, bag or box—your storage container must be sealed air tight. Moth crystals should be sprinkled liberally between folds, into pockets of garments and into crevices of the storage container itself. Store all woollens in a cool, dry place. Courtesy: Wool Bureau of Canada. ★

Make A Dress

(Continued from page 33)

for length of placket opening. 3. Be sure placket seam allowance is at least $\frac{1}{2}$ " to $\frac{3}{4}$ "; if not, stitch seam binding to each edge. 4. Place a line of stay-stitching $\frac{1}{2}$ " from seam edge on seam allowances to prevent stretching. 5. Stitch from bottom to top to preserve grain of fabric. 6. Turn zipper pull-tab up when stitching. 7. Use zipper foot on sewing machine.

Vange used a fairly long zipper to allow for her height so that she could get into and out of her dress easily.

The teacher showed Vange how to save time hemming. She used the blind stitch disc on the automatic zig-zagger attachment to sew her hem on the machine. This disc makes it possible to do a tacking stitch which is virtually invisible and has a similar effect to hand hemming.

The finished dress is charming in style and has a truly professional look. So, you sewing fans, now's the time to get busy on your summer sewing—and may you all have as good luck as Vange did with her sewing. ★

Storage Strategy For Wool

NOT so long ago wool was considered a "one season" fabric in the family wardrobe. With the advent of the new sheer wools, which weigh as little as four ounces per yard, those days are gone and woollens now appear in everything from high fashion evening gowns to men's featherweight tropicals.

Spring, with its promise of warmer weather ahead, reminds us, however, that it is time to put away our winter woollens. The woman who, season after season, keeps her family's precious woolen wardrobe bright and new-looking obeys two simple rules. They are: perfect cleanliness and airtight storage for clothes.

Woolen things should never be stored unless they are thoroughly clean. The tiniest spot is a menace to both fabric and color. Coats, suits or

other apparel which are complex in styling or cut should be sent to a reliable dry cleaner. On return, they can be put away immediately.

Brush each garment with a soft but firm-bristled brush, paying special attention to creases, pleats, under lapels and cuffs. Dust particles too minute to be seen can set up an abrasive action that actually wears out fabrics.

For "spotting" your otherwise clean garments, use a reliable cleaning fluid recommended for wool and follow the directions on the label. Even in daily care, a spot should be removed as soon as possible after it appears.

An all-over sponging (using a real-dry sponge squeezed out in lukewarm water) is an excellent restorative treatment. Afterwards, hang the apparel to store in the sunshine for a brief airing. Damp wool should never be dried in

Meet The Cactus Family

THE CACTUS FAMILY is one of the most fascinating and interesting plant groups known to man in its variations, its picturesqueness and its legends. They vary from the microscopic forms which blend so beautifully in making miniature gardens, living hedges and fences to mammoth trees . . . such as the centuries old giant Saguaro which make men six feet tall look like midgets. The smaller cacti plants are very popular with most every flower lover because they flourish so beautifully without any attention. They can go for days and even weeks and months without watering and are a blessing to the busy housewife or summer vacationists.

Digging a little deeper into the history of the Cactus family we come up with some interesting facts. For instance, in the primitive days when needle, thread, pins and wire were unknown—the ingenious Indians used the Cactus spines to fasten seams of clothing and to make fishhooks. The Southwest Indian tribes also used the Sacred Mushroom Cactus, or Peyota, widely in their religious ceremonies. One amusing incident—verified by scientists to be true—is that the Peyota became known as the Divine Intoxicant. The reason for this was that the Indians, as part of their ceremonial rites used to sip the Cactus juice, and its narcotic qualities caused them to see visions of color.

Whether you spell the name "cactus" or "kaktos", you're talking about the same plant. Not all prickly plants, however, are cacti. The popular Christmas Cactus, for instance, is not a cactus at all—it is a succulent.

Cacti collections are fascinating to have in your home and may be planted in dish gardens or flat tubs to suggest desert scenes. The two main groups are the flowering Cacti, and the interesting forms. Some of the interesting forms have odd names like Organ-pipe, Old Man, Rat Tail Cactus, Golden Barrel and Golden Ball. Those that bloom include the Orchid Cactus, Night-blooming Cereus, Echinopsis eyriesii, Malacocarpus ottonis, Rebutia minuscula and Mamillaria.

One of the most exotic varieties is the Orchid Cactus, the blooms of which range in color from magenta (reddish purple) through red and orange to yellow and the bicolours. Sometimes the Empress variety, which has flowers about the color of apple blossoms, is used in corsages.

Cacti do not need much attention. Those which have larger surface areas exposed to the air require more water than the globular types. Cultivated Cacti require more water than the desert types. After a thorough watering, they should be allowed to become nearly dry before watering again. The soil must be porous, as Cacti obtain moisture only through their roots. They will not live long in

soggy, rancid soil. Most of them need plenty of sunlight but not every hour of the day. Those with many spines can resist the direct sun better than the others. The non-spiny types, especially, need shade when their new growth is tender. However, they must never be in such a dark place that they will produce abnormal growth and become susceptible to disease.

It is a good idea to try to keep the plants clean by spraying or syringing them occasionally with tepid water. Once in a while, dip them upside down into mild soapy water for a few seconds.

Cacti like many other plants have a resting period which is in the winter. Then you should lessen the water supply and gradually let the plant become drier. Just water them once a month, while resting, and keep in a light place. ★

Towel Curtains



Cannon Mills Inc. photo

HAVE you ever thought of making bathroom curtains from soft, fluffy bath towels? They're easy to hang, colorful and original, whether you choose smart gay stripes or solid colors to match your bathroom's color scheme . . . and they're so easy to keep clean, just toss them into the washing machine with the rest of your towels.

Use one or two towels to a side, according to the width of your window and the amount of fullness you like in your curtains. If you use two to a side, baste the towels together, selvage to selvage. They're economical too because, as the towels are not cut to make curtains, whenever you decide to change them, all you have to do is to pull out the basting threads and you have good, usable towels again.

There are so many delightful ways in which you can hang them. The easiest is on white plastic rings which you can buy at almost any dime store. It's best to sew them six inches apart at the top. Or, you might try the smart new brass clips which are available at many drapery counters. Another idea: sew white tape loops every few inches across the top, a different version of the popular cafe-curtains. Some homemakers stitch a band of one-inch white cotton about three inches from the top, run a rod through this, and thus achieve a decorative heading.

Choose the style of hanging you find easiest and that best fits your bathroom window. If you like tie backs for your towel curtains, an interesting idea is to use matching washcloths, folded into a triangle. Sew on tape loops for easy fastening.

It's a good idea to choose your towel curtains to harmonize or contrast with your regular bath towels. For instance, if your bathroom is green, you might use towel curtains in sunny yellow. If your bathroom is in blue, stripes of blue and white will be attractive. The variety is infinite and no matter what style or color you choose, it's hard to beat the fluffy appeal of towel-curtains for your bathroom window. ★

Sport Shirt



This may be the Women's Section of the magazine but every woman agrees it's good to give the men a break once in awhile.

And this attractive sport shirt can be made up from any of the hundreds of attractive patterns available in cottons or woollens today.

These casual shirts with convertible collars, back yoke and side slits can be made up with short or long sleeves. The pattern is available in small (neck size 14-14½), medium (15-15½) and large (16-16½) sizes, price 45c.

This is a Butterick Pattern, No. 7998. If your local dealer cannot supply it, send direct to The Butterick Company, Inc., 528 Evans Ave., Toronto 14, Ont.

Young Railroaders' Club

Vanilla-Nut Cookies

Suppose we start off with a recipe again this month. Here's one you'll like:

2¼ cups sifted all-purpose flour	¾ cup butter or margarine
1 teaspoon baking powder	¾ cup sugar
¼ teaspoon salt	1½ teaspoons vanilla
	1 egg
	¼ cup chopped nuts

Sift flour, baking powder and salt together. Cream butter or margarine with sugar and pure vanilla extract. Beat in egg. Gradually stir in nuts and flour mixture. Shape into 2 rolls, 2 inches in diameter. Wrap in aluminum foil. Chill overnight or until ready to use. Slice ¼-inch thick. Bake 5 to 6 minutes in a pre-heated hot oven. Yield: 3½ dozen cookies.

Welcome To Donna And Micheal

My name is Donna Shewman and my brother's name is Micheal Shewman. We would like to join your club. My birthday is April 30 and I will be eleven. My brother's birthday is July 8 and he will be eight years old. My grandfather is a retired switch tender. Donna and Micheal Shewman, Box 104, Brighton, Ont. (Welcome to you both—it is so nice to have you join the Young Railroaders' Club. Your membership



cards have been mailed. Sorry we could not get your name in the April birthday list, Donna, but your letter was received too late. Thanks for the lovely pictures—they certainly make us long for holiday time and happy days at the beach.)

Bruce Is Enrolled By His Brother

I am a member of the Young Railroaders' Club. I would like to enroll my brother Bruce who will be three years old June 23. My grandfather Atkinson was a carman with 34 years' service. He retired in December, 1956. He is enjoying himself as he loves to bowl.

As we live in Medicine Hat and Granddad in Winnipeg, we don't see him very much. My Grandma is writ-

ing this letter for me. Brian Atkinson, Medicine Hat, Alta. (How nice of you to enroll Bruce in the Young Railroaders' Club. We are happy to have him and have mailed his membership card to your Grandma Atkinson. Sorry we can't use the picture but it was quite badly cracked in the mail and would not come out clearly. Perhaps some time later, you'll let us have another picture.)

Welcome To A "Happy Birthday" Girl

My brothers and sister and I belong to your Club and now I would like my baby sister to have her birthday in your book too. She will be one year old on May 25 and her name is Cathy. She is very good and pretty.

I am sending a picture of her with us all around her and hope you can print it. I am eight years old. Around the crib are Ricky, Gaille, me, Dan and

Robbie. Laurie McInnis, Box 672, Selkirk, Man. (How nice to have all of you as members of the Club. Cathy's membership card has been mailed and her name is in the birthday list. I hoped we could make use of the picture, Laurie, but I am afraid it is not clear enough. It is a lovely picture and Cathy certainly looks happy with all her brothers and sisters around her.)

Welcome To Six Years Old Bruce

We are happy to welcome to the Young Railroaders' Club Bruce Stultz of 114 Newton Street, Moncton, N.B. Bruce's mother tells us he was six years old on February 19th this year. (Sorry, Bruce, we did not get your mother's note in time to get your name in the February birthday list. Watch for it next year. Your membership card has been mailed and we hope you enjoy the Club. Let's hear from you again.) ★



ONE YEAR OLD:

Cathy McInnis, Selkirk, Man.

TWO YEARS OLD:

Eileen Ruth Edy, Laval, Alta.
Dorothy Olivia McRandall, Gifford, Que.
Paddy Shaw, Kamloops, B.C.

THREE YEARS OLD:

Susan Wendy Butt, Kamsack, Sask.
Carolyn Mary MacKay, Newcastle, N.B.

FOUR YEARS OLD:

Samuel Halligan, Niagara Falls, Ont.
Leonard George Ketch, Bracebridge, Ont.
Murray Gene Shewchuck, Bremen, Ind.
Billy Wimpney, Regina, Sask.

FIVE YEARS OLD:

Brent James Cook, Firdale, Man.
Wendy Jane Greer, St. Mary's Ont.
Bobbie McInnes, Selkirk, Man.
John Parsons, London, Ont.
Charles Poltras, Biggar, Sask.
Darlene Porter, Dauphin, Man.

SIX YEARS OLD:

Sandra Allen, Lewisville, N.B.
Mary Anna Chapieski, Jellicoe, Ont.
Jackie Watkins, Peterborough, Ont.

SEVEN YEARS OLD:

Joan Holden, Whitehorse, Y.T.
Colleen Marie Lawson, Rumsey, Alta.
Dan McInnes, Selkirk, Man.

EIGHT YEARS OLD:

Mary Jane Fellows, Sarnia, Ont.
Darlene Fraser, Hopewell, N.S.
Rosemary Goodman, St. Thomas, Ont.
Gary MacGinnis, Ingersoll, Ont.
Linda Ruth Porter, Dauphin, Man.
Valerie Touchette, Cochrane, Ont.

NINE YEARS OLD:

Allen Cameron, Dawson Creek, B.C.
Marjorie Lynne Foster, Winnipeg, Man.
Lynn Holden, Whitehorse, Y.T.
Ernest George Pigden, Chippawa, Ont.
Billie Silverson, Lachute, Que.

ELEVEN YEARS OLD:

Edna May Gardner, Calgary, Alta.
Tommy Hopkins, Bishops Falls, Nfld.
Maureen Joyce, Chatham, Ont.
Kenneth Robert Lye, Sudbury, Ont.
Marion Madrigga, The Pas, Man.
Richard Scanlon, Halifax, N.S.
Frances Jean Sliter, Jasper, Alta.
Bruce Alfred Speck, Fort Erie, Ont.

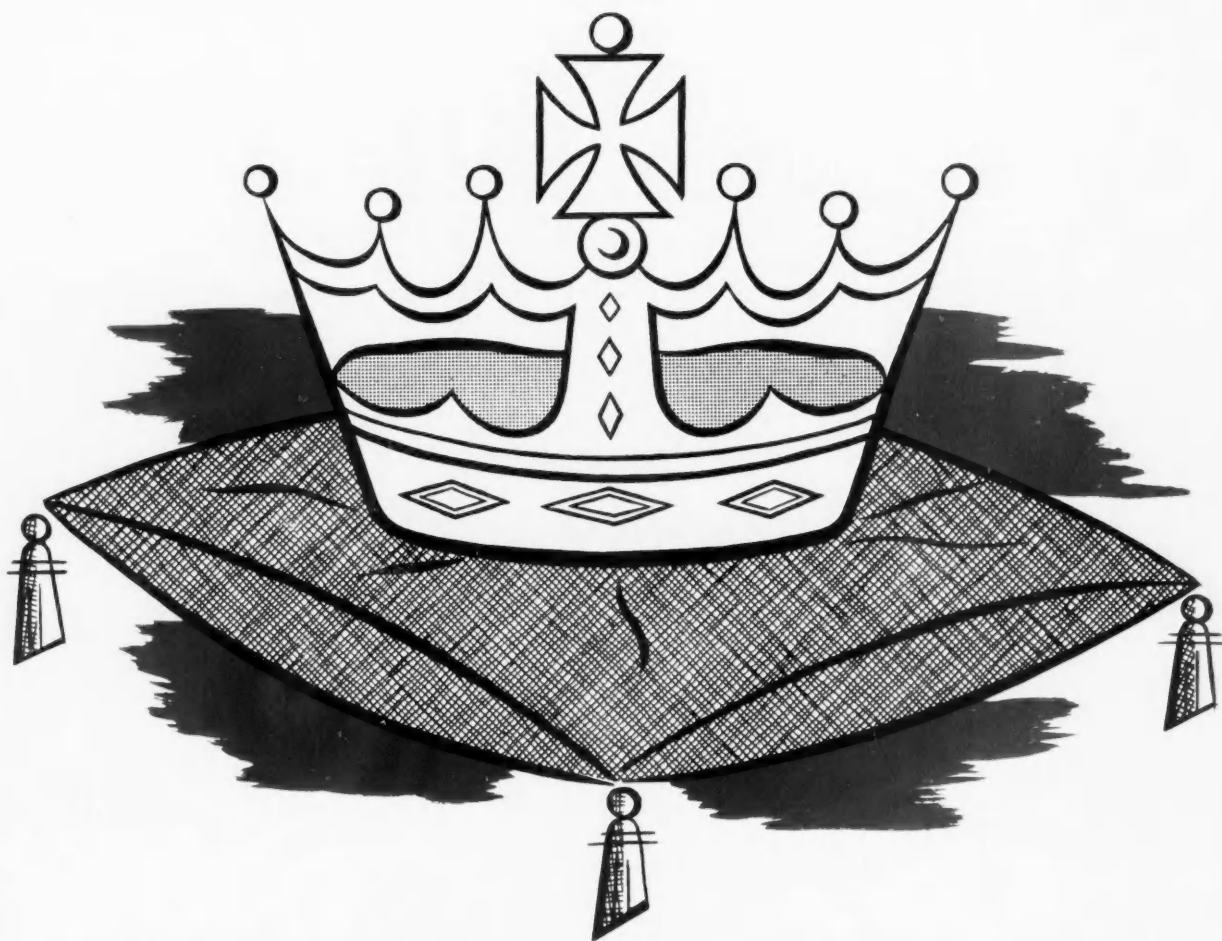
TWELVE YEARS OLD:

David Bremer, Cincinnati, Ohio.
Bessie Mae Lovelock, Lewisville, N.B.
Marjorie Madrigga, The Pas, Man.
Joyce Murray, Preston, Ont.
Rhoda Rand, Biggar, Sask.
Patsy Reardon, Sunny Brae, N.S.
Vee Lynn Seavy, Regina, Sask.



We regret to report the following deaths among members of the active railway personnel and pensioners.

PENSIONERS							
NAME	AGE	OCCUPATION	RESIDENCE	NAME	AGE	OCCUPATION	RESIDENCE
Adair, W. D.	82	Laborer	Montreal	McInnes, A. J.	71	Ticket Examiner	Norwood
Akeson, O.		Ex. Gang Laborer	Genesee	McKenzie, A.	74	Bridgeman	Baddeck
Aubut, L. G. A.	81	Agent	Riviere Bleue	McLeod, W. H.	69	Train Baggage-man	Edmonton
Baker, C. W.	73	Asst. Foreman	Vancouver	McTeer, J.	75	Carman	St. Vital
Balik, P.	69	Sectionman	Prince Rupert	Mayers, L. E.		Operator	Muskegon Heights
Beautridge, W.	77	Pipefitter	Victoria	Miskimmon, H.	77	Coach Carman	Winnipeg
Benoit, F. T.	86	Conductor	Montreal	Mowery, E. A.	82	Yardman	Saint John
Bernard, G. H.	79	Trucker	Dieppe	Nash, S. A.	74	Brakeman	St. Albans
Bernard, J. J.	78	Carman	Toronto	Newton, J. W.	81	Locomotive Engineer	St. Albans
Bernier, J. E.	71	Brakeman	Quebec	Norwich, A. E.	77	Yard Helper	Toronto
Bessy, H. W.	72	Crossing Watchman	Orillia	O'Connor, F. J.	80	Locomotive Engineer	Edmonton
Bigelow, G. McN.	56	S.B. Fireman	Truro	O'Pray, H.	67	Sr. Clerk	Truro
Blais, L. E.	71	Locomotive Engineer	Ville St. Laurent	Payne, A. J.	65	Chief Clerk	Winnipeg
Blundell, H. E.	67	Conductor	Gravenhurst	Popp, J.	75	Car Repairer	Regina
Bongard, G. C.	74	Cl. Laborer	Belleville	Pratt, F. B.	86	Machinist	Winnipeg
Buchanan, A.	66	Bridgeman	Winnipeg	Prescott, S.	70	S.C. Porter	Verdun
Campbell, J.	71	Carman	Edmonton	Pugh, W. E.	81	Boiler Inspector	St. Albans
Cann, A.	74	Section Laborer	Victoria	Reid, W. A.		Conductor	Port Huron
Carrie, G. W.	70	Coach Carman	Montreal	Richmond, T.	79	Helper	Montreal
Carroll, Rose Ann	69	Tel. Operator	Toronto	Ridsdale, C. E.	58	Brakeman	Toronto
Chance, V. G.	76	Clerk	Fort William	Rogers, W. T.	67	Head Clerk	Niagara Falls
Childs, G. G.	74	Captain	Toronto	St. Pierre, E.	66	Sectionman	St. Remi D'Amherst
Clary, H. M.	67	Locomotive Engineer	Edmonton	Samson, J. E.	81	Fitter	Lauzon
Comeau, F. C. G.	68	Engineer	Saint John	Savage, H.	90	Agent	Edmonton
Constantino, A.	71	Sectionman	Alix	Seaman, G. H.	83	Chief Clerk	Moncton
Cook, G. M.	72	Conductor	Moose Jaw	Senter, R. S.		Dept. Foreman	Port Huron
Courcy, J. E.	70	Signalman	St. Pacomie	Shepherd, T. C.	71	Frt. Painter	Winnipeg
Cruikshank, R.	63	Locomotive Engineer	Melville	Shott, C. E.	75	Coach Cleaner	Toronto
Darrach, N. B.	73	Yard Foreman	Charlottetown	Spicer, J. C.	65	Car Repairer	Montreal
Dartt, J. F.	72	Engineer	Truro	Strachan, J. M.	69	Signalman	Ottawa
Davis, R. B.	68	Carman	Winnipeg	Syrnyk, W.	75	Sec. Laborer	Camrose
Didur, L.	73	Laborer	Portage la Prairie	Tamlyn, A. W.	72	Brakeman	Moncton
Dominique, E. B.	73	Trucker	Montreal	Tansley, W. H.		Section Laborer	Edmonton
Dufour, J. A.	74	Section Foreman	St. Raymond	Taylor, J. J.	78	Stationary Fireman	Brandon
Edwards, T.	86	Hostler	Palmerston	Teed, W.	73	Engineer	Campbelltown
Ellison, J. S.	69	Gen. Agent	Toronto	Thompson, J. H.	65	Locomotive Foreman	Gravenhurst
Ferguson, J.	65	Boilermaker	Moncton	Varga, S.		Sectionman	Durand
Finlay, A.	74	Ch. Truckman	Vancouver	Walker, P.	83	Section Foreman	Weston
Ford, A. H.	81	Sectionman	Tavistock	EMPLOYEES			
Forrest, P.	66	L.H. Frt. Car Painter	Toronto	NAME	AGE	OCCUPATION	LOCATION
Francis, A. J.			Detroit	Bailey, R. L.		Locomotive Engineer	Vancouver
Fraser, J. R.	84	Conductor	Truro	Barton, R. G.	65	Agent	Palmerston
Fournier, A.	79	Yardman	Mont Joli	Begin, J. P. H.	63	Rule Instructor	Toronto
Gillian, L. P.	60	Brakeman	London	Begin, J. W. L.	60	Conductor	Quebec
Gillis, P. A.	72	Despatcher	Moncton	Blakney, G. D.	55	Clerk	Moncton
Gobeil, J. N. G.	64	Conductor	Montreal	Bligh, J. F.		Locomotive Fireman	Calder
Gray, H. J.	77	Machinist	Toronto	Chartrand, J. R. E.	55	Blacksmith	Montreal
Guernsey, G. F.	72	Agent	Edmonton	Chypl, I.		Sectionman	Dugald
Hughes, A.	57	Janitor	Saint John	Cole, R. L.	54	Mail & Bag Handler	Detroit
Gunn, W.	85	Baggage-man	Prescott	Cooke, S. A. J.	41	Senior Draughtsman	Montreal
Hall, F.	69	Locomotive Engineer	Toronto	Ducharme, L.		Freight Pipefitter	Trancona
Harrison, H. L.	60	Asst. Foreman	Marysville	Elliott, J.	61	Yd. Fun. & Yardman	Toronto
Hart, D. P.			Brockville	Gale, R. E.		Trainman	Calgary Division
Hart, W.		Freight Checker	Chicago	Gregory, H. A.	58	Conductor	Bancroft
Howe, H. L.	59	B. & B. Foreman	Northern Division	Haywood, T.		Pipefitter	Fort Rouge
Howsam, E. F.	80	Cl. Laborer	Watford	John, R.		Sectionman	Massiter
Hulme, H.	65	Clerk	Ville St. Michel	Koroluk, J. G.		Section Foreman	Vegreville & Blackfoot sub
Jones, J. I.	72	Eng. Cleaner	Palmerston	Lang, W. H.	66	Yard Helper	Detroit
Keeler, S.			Centerline	Maranchuk, N.		Section Foreman	Hazel Dell
Kervin, T.	85	Engineer	Sunny Brae	McClish, J. P. F.	52	Machinist	Lindsay
Kinsella, R. H.	70	Clerk	Strathmore	McGregor, V.		Coal Plant Operator	Savant Lake
Knight, E. L.	64	Operator	St. Thomas	Olenyk, J.		Watchman	Mission
Kozla, P.	76	Section Laborer	Sandilands	Parker, N. W.		Trainman	Prince Rupert
Krauter, A. H.	72	Chief Clerk	Dauphin	Pentland, H. G.	64	City Pgr. Agent	Windsor
Landry, F. G.	68	Trackman	Green Point	Pickering, P. J.	57	Clerk	Montreal
Landry, W. J.	63	Coach Carpenter	St. Anselme	Pucetela, W.		Watchman	Edmonton Terminals
Leblanc, H.	78	Boilermaker	Moncton	Rund, O. C.	64	U.S. Mail Sorter	Chicago
Leger, D.	76	Fireman	Moncton	Saldan, G.		Swing Janitor	Edmonton
Leslie, L. B. W.	63	Agent-Operator	Caledonia	Sauvageau, J. E. H.	58	Boilermaker	Cochrane
Lindberg, A. G.	78	Bridgeman	Stettler	Scherbo, A.	59	E. G. Laborer	St. Jerome
Malone, T. B.	72	Conductor	Waterford	Scriven, A. W.	57	Janitor	Detroit
Manyluk, A.	57	Stationary Fireman	Vermilion	Stiff, J. E.	55	Machinist	Ottawa
McCaw, T. J.	79	Yard Foreman	Hamilton	Strelieff, P. F.		Trainman	Dauphin Division
McDonald, H. W.	73	Sectionman	Orillia	Walker, W. O.		Asst. Foreman	North Battleford
McDonald, J. E.	66	Engineer	Stellarton	Woodcock, L. B.		Agent-Operator	Donalds
McDonald, W. C.	78	Carman	Mulgrave				



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